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ESTABLISHED 1857

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HONGKONG, THURSDAY, JULY 13TH, 1922. 四拜禮

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8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS

8.50 p.m. to 9.00 p.m. every 80 minutes
9.50 p.m. to 11.30 p.m. every 80 minutes
11.45 p.m.

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7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

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time stated in the Company's time-tables,
and not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
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On and after FRIDAY, September 15th, 1921 until further Notice.
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Station		No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13		No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20		No. 21		No. 22		No. 23		No. 24		No. 25		No. 26		No. 27		No. 28		No. 29		No. 30		No. 31		No. 32		No. 33		No. 34		No. 35		No. 36		No. 37		No. 38		No. 39		No. 40		No. 41		No. 42		No. 43		No. 44		No. 45		No. 46		No. 47		No. 48		No. 49		No. 50		No. 51		No. 52		No. 53		No. 54		No. 55		No. 56		No. 57		No. 58		No. 59		No. 60		No. 61		No. 62		No. 63		No. 64		No. 65		No. 66		No. 67		No. 68		No. 69		No. 70		No. 71		No. 72		No. 73		No. 74		No. 75		No. 76		No. 77		No. 78		No. 79		No. 80		No. 81		No. 82		No. 83		No. 84		No. 85		No. 86		No. 87		No. 88		No. 89		No. 90		No. 91		No. 92		No. 93		No. 94		No. 95		No. 96		No. 97		No. 98		No. 99		No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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HONGKONG.



CHINA COAST OFFICERS' SALARIES.

ACTION ON THE ARBITRATION AWARD.

JUDGMENT FOR DEFENDANTS.

A judgment of considerable importance in the test case brought by the China Coast Officers' Guild against the San Peh S.N. Co. was delivered by Mr. A. D. Blackburn, British Assessor, and Magistrate Li in the Mixed Court at Shanghai on July 7th.

Mr. K. E. Newman conducted the case for the Guild, and Messrs. L. K. Kentwell, Mr. M. B. Brown and N. Y. Chang represented the defendant company.

The Court found as follows in the case of the China Coast Officers' Guild v. the San Peh S.N. Co. Navigation Co.:

This is an action brought by the plaintiffs to compel the defendants to comply with the terms of an arbitration award.

The facts are briefly as follows:—In December, 1919, the masters and officers of the steamers operating on the China Coast, being dissatisfied with their salaries, went on strike. After some negotiation the dispute was referred to the arbitration of two gentlemen in Hongkong, and on May 27th, 1920, an award was made allowing higher scales of wages than those in force previously, and making the new scales retrospective as from December 15th, 1919. The parties to the arbitration were the China Coast Officers' Guild, and the Marine Engineers' Guild of China on the one side and certain steamship companies on the other side. Although the name of the defendant company appears in the award as a party to the arbitration it is admitted by the plaintiffs that the defendant company did not in fact sign a submission to arbitration, pleading that such submission would run them into a lot of money, but signed instead an undertaking in the following form:—

Shanghai March 15th, 1920.

The Secretary, China Coast Officers' Guild, Present.

Dear Sir,—With reference to the interview held this morning between your Captain Leach and the undersigned, we hereby beg to confirm the assurance given you verbally that we will abide by the result of the arbitration award regarding the scale of wages to be paid to the captains and officers in our employ.—We are, etc.,

THE SAN PEH S.N. CO., LTD.
(Sd.) K. C. SUEING,
Manager.

REDUCTION OF SALARIES.

Upon publication of the award the defendant company paid to those members of the plaintiff Guild who were in its employ the arrears allowed under the award and continued to pay the award scale of wages until about March, 1921, when it informed the members in question that it had accepted the position and continued to continue serving at a lower rate of wages. When this was brought to the notice of the Guild's executive certain correspondence passed in which the Guild threatened to take legal proceedings to enforce the award unless the defendant company took up the position that the change in shipping conditions absolved them from further obedience to the award, which was silent as to the period during which the award was to be in force. Subsequently, after the commencement of the present proceedings, all the members of plaintiff Guild in defendants' employ signed a document declaring their willingness to continue serving the company at their present reduced rates of pay and disassociating themselves from the proceedings being taken by the Guild against the company.

Now although it seems to have been assumed by both parties up to the commencement of these proceedings that the defendant company was a party to the arbitration, and the plaintiffs' petition was drawn on this supposition, it speedily became clear that this position was untenable, and plaintiffs' counsel abandoned it, relying in his arguments not on the award itself, but on the undertaking given by the defendant company to abide by the award. This point is important, for it disposes of embarrassing questions as to the enforceability of the Hongkong arbitration in Chinese Courts, and leaves us to determine only the value of the undertaking given by the defendant company to pay a certain rate of wages to the members of the plaintiff Guild.

THE CONTRACT ANALYSED.

The first point we have to consider is this: What, if any, was the contract between the parties? Turning to the undertaking of March 15th we see that it refers to an interview between Captain Leach (representing plaintiff Guild) and Mr. Sheng, manager of defendant company. At this interview, according to Capt. Paus, Capt. Leach said that unless the defendant company agreed to submit to the arbitration the officers employed by the company would go on strike. Although there is considerable confusion in the evidence, owing to events which must have occurred in December, 1919, e.g., the affair of Capt. Doyle, being mixed up with others which occurred in March, 1920, it is reasonable to suppose that this is what actually did occur, and we find that the contract between the parties was that, in consideration of the members of plaintiff Guild in the defendant company's employ not going on strike, the defendant company agreed to pay them wages in accordance with the award of the Hongkong arbitrators. In so far therefore as consideration is concerned the agreement seems to be a valid contract. We will not refer further to Capt. Doyle than just to say that his case is covered by a separate agreement signed by defendants dated December 22nd, 1919, and appears to have no bearing on the present action.

As plaintiffs' counsel has quoted Halsbury to us, we will refer to Halsbury, which we find: "When a trade union is a legal association at common law its agreements may be enforced as in the case of any ordinary club." (Vol. 27, p. 612.) Now as the Guild is not incorporated, it is an unincorporated members' club, which is a society of persons each of whom contributes to the funds out of which the expenses of conducting the society are paid, and it is not recognized as having any legal existence apart from the members of which it is composed." (Vol. 4, p. 406.) "The rights and liabilities of members of a club on contracts made on their behalf, are *prima facie* joint only, and all the members should be joined as plaintiffs or defendants, as the case may be, in any action on such a contract." (Vol. 4, p. 421.) "An unincorporated members' club cannot sue or be sued in the club name." (Vol. 4, p. 420.) "The plaintiff Guild, in short, is not a legal entity and in an English Court it could not have brought this action in its present form, while, if all its members had been joined as plaintiffs, the absurdity of the proceeding would have been more obvious than it is."

As, however, the Chinese law governing associations is much more indefinite than the English law we have given the plaintiff the benefit of the doubt, and allowed the petition to stand. In consequence we have had to look at the circumstances from a slightly different angle, though the result is the same.

The original contract, partly oral, partly written, was made by Capt. Leach, representing the plaintiff Guild, with the manager of the defendant company. As the only persons towards whom the defendant company undertook any contractual obligations were those members of plaintiff Guild in the company's employ, Capt. Leach must in this transaction be regarded simply as the agent of those members. On behalf of his members the plaintiffs sought the enforcement of wages at the award rates. Since then the principals themselves subsequently waived their rights under this contract, it is difficult to see how the executive of the Guild, who are only the agents of the members, can be permitted to enforce the earlier contract in face of the waiver of their own principals.

No AGREEMENT AS TO DURATION. This would seem to be conclusive of the issues in the case, but we wish to add that if the petition did not fail on this ground it would fail on another, namely the absence of any provision in the agreement between the parties with regard to the duration of its validity. It appears to us that it would be improper to order specific performance of an agreement for the payment of a definite scale of wages when no duration of time is specified, even if it could be shown that conditions affecting the contract had not materially altered since the contract was entered into, as to which point the plaintiffs have not satisfied us. Counsel for the Guild contends that such an agreement can only be altered with the consent of both the parties. If then one party persistently refuses his consent the agreement becomes perpetual. This was certainly not the intention of the parties, nor would it be equitable to enforce such an interpretation. In conclusion we would say that none of the English text books to which we have been referred deal with the enforcement of wages awards, nor can we find any record of any similar action having been brought before, though a similar set of circumstances must have arisen, countless times within recent years in connection with labour disputes in England and elsewhere. Agreements such as that in the present case seem to be considered not as legal contracts but as economic settlements, enforceable only by economic means.

We now come to the point which is the crux of the whole action, namely: Is the plaintiff Guild not bound by the action of its own members in waiving their right to receive wages in accordance with the above contract? We have already referred to the document in which the members of the plaintiff Guild signed their willingness to serve the company at the present rate of pay, namely a rate considerably lower than the award rate. It has been suggested, but not very convincingly, that this document was signed under the influence of threats, but there is no evidence to this effect and we must accept the document at its face value as an abandonment of any right the signatories might have had to be paid at the award rates. We are told, however, that this abandonment does not bind the Guild, so we have to examine the circumstances more closely.

THE LEGAL ASPECT.

As plaintiffs' counsel has quoted Halsbury to us, we will refer to Halsbury, which we find: "When a trade union is a legal association at common law its agreements may be enforced as in the case of any ordinary club." (Vol. 27, p. 612.) Now as the Guild is not incorporated, it is an unincorporated members' club, which is a society of persons each of whom contributes to the funds out of which the expenses of conducting the society are paid, and it is not recognized as having any legal existence apart from the members of which it is composed." (Vol. 4, p. 406.) "The rights and liabilities of members of a club on contracts made on their behalf, are *prima facie* joint only, and all the members should be joined as plaintiffs or defendants, as the case may be, in any action on such a contract." (Vol. 4, p. 421.) "An unincorporated members' club cannot sue or be sued in the club name." (Vol. 4, p. 420.) "The plaintiff Guild, in short, is not a legal entity and in an English Court it could not have brought this action in its present form, while, if all its members had been joined as plaintiffs, the absurdity of the proceeding would have been more obvious than it is."

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The petition is dismissed.

PLATE GLASS WINDOW. "Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 23, Queen's Road, Central.

ADVT.

DR. SUN YAT SEN & GENERAL CHEN CHIUNG MING.

A BRIEF REVIEW OF THEIR RELATIONS.

[BY OUR CORRESPONDENT.]

CANTON, July 9th.

In 1912 and 1913 (the 1st and 2nd years of the Republic) Chen Chiung Ming was Military Governor of Kwangtung, the office being then known by the title of Tath. He was mainly responsible for what is generally known as the Second Revolution which was directed against President Yuan Shih Kai. He was suppressed and driven away from Canton by General Lung Chai Kwong who succeeded him as Tath. Chen fled overseas preaching Dr. Sun's doctrine and canvassing subscriptions for the Kuo Ming Tang.

Nothing of historical interest was heard of Dr. Sun or Chen acting together till shortly after Chang Hsun's attempt to restore the Ching Dynasty. President Li Yuan Hung was forced by Tuan Chi Jui to dissolve the Old Parliament at Peking. Dr. Sun persuaded Admiral Chang Peh Kwong to lead the First Cruiser Squadron south as the basis of a movement to uphold the constitution. At this time Canton was under the rule of the Kwangsi militarists, Chan Ping Kwan being Tath and Lu Yung Ting Inspector-General of the Two Kwangs. The Kwangsi-ites had been called in to depose Lung Chai Kwong who supported the Peking Government and their professed policy was also to restore the constitution.

An extraordinary session of Parliament was convened in Canton, a number of members having followed Sun down. Dr. Sun was appointed Generalissimo of the Military Government which was formed for the express purpose of restoring Li Yuan Hung. A fact bearing much importance on recent events was Sun's declaration of policy which stated, *inter alia*, that he recognised Li Yuan Hung as the legal President.

The Kwangsi militarists, although nominally in favour of the movement, viewed with disapproval and alarm the ambitious programme which would naturally prove a heavy drain on Kwangtung's resources. They were never at any time in open hostility to the Military Government, but they seldom acquiesced in any request detrimental to their interests. Upon being refused the use of Yamen in the city, Dr. Sun made the Cement Works at Honam Island his headquarters. The prime movers of the Kuo Ming Tang, such as the late Dr. Wu Ting Fang, Tang Shao Yi, Wu Han Min, etc., also came to Canton and filled important portfolios. Chen Chiung Ming had attempted to raise a following in his native district of Waichow, but met with little success as the Kwangsi commanders were firmly established there.

Chen Hing Lan, the Civil Governor at this time, had under his command 30 battalions of bodyguards known as Kwangsi war lords were gradually drawing the various forces in the province under their direct control. They had designs on Chu's 20 battalions and wished to make this body at least subservient to the Tath. To prevent his troops falling into the hands of Chen Hing Lan, Chen handed them over to Chen Chiung Ming as the nucleus of an expedition to expel Tuan Chi Jui and Chang Hsun. Dr. Sun was mainly responsible for this transfer and, though ineffective at first, this corps ultimately proved a dominating factor in the course of Kwangtung's history.

Mok Wing Sun (or Mu Yung Hsien) succeeded Chan Ping Kwan as Tath and he faithfully carried out Lu Yung Ting's instructions to ignore the Generalissimo's orders. Affairs reached such a state that Dr. Sun went to Whampoa and ordered one of the cruisers to bombard Mu Yung Hsien in his stronghold at the Goddess of Mercy Mountain. The bombardment was fruitless, as Mu never troubled to reply to the guns. Seeing that his efforts were useless, Dr. Sun left for Shanghai and the Military Government with Seven Administrative Directors succeeded the Generalissimo.

To avoid friction with the Tath who wished to absorb his soldiers, Chen Chiung Ming started on an expedition against the pro-Tath, Tathun of Fukien, Li How Kee, Fong Shing To, a Yunnan commander under Mu, was despatched, ostensibly to assist Chen, but in reality to cut his communications with Canton. Chen succeeded in taking Cheungchow, a port near the Kwangtung-Fukien border, but he was more or less isolated. He accepted the inevitable and slowly consolidated his position by recruiting, building a temporary arsenal and retaining the local revenues and augmenting his coffers as opportunities occurred. During Chen's stay of about two years at Cheungchow, Dr. Sun gave his support to the movement both morally and practically. It is a well-known fact that subscriptions from overseas Chinese were turned over to him to help pay his soldiers.

Meanwhile, the Military Government at Canton gradually became a powerless figurehead. The majority of Directors had withdrawn or were merely represented by substitutes. Less and less heed was paid to it and its influence and power were reduced to a negligible quantity.

In 1920 (the 9th year of the Republic) Mu Yung Hsien viewed with alarm the progress Chen had made in raising and training the Kwangtung Army. He despatched an expedition under Lau Tat Hing (later augmented by troops under Lam Fu, Li Kan-Yuen, Sham Hung Yag and Lau Cheo Lok) nominally to fight Li How Kee the Fukien Tathun, but really to subjugate the Kwangtung Army. Chen had all along anticipated this, and enlisting the aid of the "People's Army" in all parts of the Province he fought his way back to Canton. They adopted the slogan "Canton for the Cantonese."

(Continued at foot of next column.)

TELEPHONE OF THE FUTURE. NEW CHIEF ENGINEER'S ANTICIPATIONS.

WIRE AND WIRELESS COMBINED.

Major T. F. Purves, the new Engineer-in-Chief to the Post Office, entered on his duties at St. Martin's-le-Grand on June 1st. In the course of a conversation with a representative of *The Times* he gave an indication of what he hopes to see accomplished during the next ten years in the development and improvement of telephones.

If the country continued to prosper, the number of telephones in use should, in his opinion, approach four millions. All overhead wires and aerial cables in our large towns would be cleared away, and the circuits accommodated underground. Exchange accommodation and line plant would overtake requirements, and in all parts of the country the service would be available at short notice to any subscriber. The underground trunk system of telephones and telegraphs, in which Great Britain was already in advance of any other, would be extended to link up all important centres of population and provide communication secure against storm and blizzard. The main telephone cables would each contain from four to five hundred speech channels, equipped at suitable intervals with thermionic valve repeaters, eliminating the effect of distance and providing a long-distance service as rapid and as readily available as the present local service.

TALKING TO AMERICA.

Before the end of the ten years, he anticipated, the equipment of the London telephone service with automatic exchanges would be two-thirds completed, and the automatic would have become the standard system in most of our provincial towns. The co-ordination of wire and wireless telegraphy and telephony would be complete, each supplementing the other in its proper sphere. The insertion of wireless links in telephone circuits would have become everyday practice, one result being that any British subscriber who could afford the price would be able to talk from his house or his office to ships at sea or to any telephone subscriber in the United States or Canada.

He hoped it was not too optimistic to expect that by that time also the British public as a whole would have learned to appreciate fully the immense business and social service which the telephone can render, and have reached a state of comparative contentment with its efficiency and its cost.

And it soon won popular sympathy. The campaign was crowned with success, ending in the ignominious retreat of the Kwangsi war lords.

After Chen had established himself at Canton, Dr. Sun and his adherents returned and formally abolished the defunct Military Government. An extraordinary session of the Old Parliament, that had originally come down from Peking was convened, and Dr. Sun was elected President.

It will not be amiss to compare briefly the policies of Dr. Sun and General Chen. Sun's main wishes were the establishment of a Southern Government, which he claimed was the legal and *de facto* government. From Canton his ambition was to unite the country either by propaganda or force of arms as necessity dictated. Chen did not favour any elaborate scheme to establish a national government. He considered that the people were tired of warfare and this time was not ripe for launching another campaign which to attain even partial success would have to be colossal. He wished to retrench and give the province time to recuperate. His immediate prohibition of the Gambling Monopoly, in view of the abnormal excesses of expenditure over revenue, must be deemed a very wise step.

Dr. Sun, being eager to extend the scope of his authority, started the campaign against Kwangsi. Chen, unwilling to accede at first, ultimately rendered material aid and personally directed operations from Nanning and Wuchow. Before the campaign had ended Chen returned to Canton and it is common knowledge that in addition to being in disagreement with Sun he withheld reinforcements and munitions.

The later developments are so recent as to be within the memory of most people interested in Canton politics. On Dr. Sun's return from Kwangsi—at Shih Hing—he ordered Chen's removal from the office of Civil Governor. As Chen's soldiers were scattered in various parts of the province he was unable to resist and remained at Waichow.

The taking over of the Navy by Dr. Sun gave him added strength and he thereupon despatched his main body of troops on the Kwangsi expedition. While his troops were away, Chen's commanders concentrated on Canton and effected the coup on the night of June 10th, the present unrest being the direct outcome of this coup.

Chinese politics have many peculiarities, and phases that are strange to the average foreigner. One man, nominally a subordinate, pursues an unambitious course and shows himself the more practicable man. Another, ambitious for the welfare of his country, has ideas that may be attributed to a visionary such as Dr. Sun but he is a man who will strive in the face of almost unsurmountable obstacles to bring the Chinese round to his way of thinking. How the trouble will be settled, the actual participants cannot foretell, but all who have the interest of China, and particularly Kwangtung, at heart, will earnestly look forward to a settlement which will be lasting.

THE CANTON SITUATION. DR. SUN AS NAVAL COMMANDER- IN-CHIEF.

HIS WHAMPOA BASE RENDERED UNSAFE.

[FROM OUR CORRESPONDENT.]

CANTON, July 11th.

The report that Dr. Sun had left Whampoa for Hongkong after the capture of the Cheung Chow Forts—overlooking and protecting Whampoa—by Chung King Fong, General Ho's subordinate, proved incorrect. The logs of these forts left Dr. Sun practically without a base. Between Sunday evening and Monday morning he mustered the naval forces under his command, viz.: cruisers *Wing Fung* and *Tao Yu*, gunboats *Po Pih* and *Kwong Yek* and the *Fay Yung* (these ships had taken no part in the defence of the Cheung Chow Forts when assaulted) and left Whampoa at 6.30 a.m. on Monday, steaming up the river towards Canton. It is not known if he intended to bombard Canton or merely wished to anchor off Shumou, where he would be immune from further attacks owing to the proximity of foreign interests. The reception he received at the Maou Forts has already been described. On casting anchor off Shumou, a Mr. Norman, described as the legal adviser to Dr. Sun, put off from Shumou to the *Wing Fung*. It is also common knowledge in Shumou that the British and American Consuls called on Dr. Sun's arrival and asked Dr. Sun if he intended to bombard Canton. Dr. Sun is said to have replied that he proposed to take action and that he proposed to commence operations at 2.30 p.m. adding that this would in no way affect Shumou. The Consuls pointed out that any danger to Shumou would be answered severely but the *Tantulu* could be utilised to carry him away from Canton if desired.

The Shumou community eagerly awaited developments but nothing untoward occurred. Later in the afternoon a rumour went round that firing would commence at 6 p.m. but six o'clock came and nothing happened.

The only reason ascribed for Dr. Sun's coming up the river, is the loss of his temporary headquarters at Whampoa. He is reported to have admitted to the Consuls that he had "abandoned" Whampoa and that the Powder Factory and Torpedo Depot there had been destroyed. At his present location, he is safe for the time being, as he is in close proximity to Shumou and the Kwangtung troops would be reluctant to operate for fear of hitting Shumou or damaging foreign interests in the neighbourhood. He would still be a thorn in the side of the Kwangtung commanders and hold out for terms; moreover, should it ever enter his head to order another bombardment of Canton he could do so easily. This I do not think probable unless he is driven to extremities as he would be reluctant to further antagonise the public.

During the day military activities were evident all over the city. Reinforcements were continually hurried to the neighbourhood of the anchorage where Sun's men-of-war were, obviously to keep an eye on the ships' movements. All landing stages are zealously guarded to prevent any surprise parties landing in disguise.

General Chen Chiung Kwang, a clansman of Chen Chiung Ming, stayed in the Hotel Asia for over an hour yesterday with the usual retinue of bodyguards armed with Mausers.

Additional troops have been placed at all vantage points in the city. Honam Is. (Gough Is., Fata, etc.) and barricades protected by machine guns have been mounted outside yamens and at crossroads. At one time yesterday all pedestrians and vehicles going east were turned back, and a report went round that the river steamers would not be able to leave.

Up to the time of writing the general feeling of uneasiness has not abated, although experienced residents who have followed the situation think this is the beginning of the end. On no other night during the present trouble, except perhaps the night after the bombardment, have the streets been so deserted. Doors and gates were closed immediately after sunset and everybody is cautious.

THE LABOUR GUILDS.

My previous report as to the attempt to induce the Labour Guilds to side actively with Dr. Sun seems to be borne out by what happened last night. The Electric Co.'s current failed after midnight and the lights and fans (except in buildings having their own motors) are not working to-day. An effort to get at the works an authoritative account of the cause of the failure of the current was not successful. Business people credit the report that the electric workers have struck and predict the early coming out of the waterworks guild. The cessation of the supply of electricity and water to the city would not affect the Kwangtung Army commanders or the strategic situation; it would only be a serious inconvenience to the public and render attempts to loot or set fire easy. What steps the Canton Government will take to counteract the strikers will be eagerly awaited by the community.

[Later information confirms the statement that the failure of the electric supply was due to a strike of mechanics.]

(Continued at foot of next column.)

TROUBLES NEVER COME SINGLY.

AN INCIDENT OF A TRYING DAY.

A collision on the Shatin Road on the day the police fired on a crowd making for Canton during the Seamen's Strike, was further investigated by the Police Judge (Mr. J. R. Wood) in the Summary Court, yesterday afternoon. The collision occurred between a motor-car, belonging to the Dragon Motor Co., Ltd., and a motor-cycle lent to the police by Mr. Kynoch and driven by Police-Sergeant Ellwood. The proceedings were brought by the Attorney-General to recover \$250 damages to the motor-cycle caused by the alleged negligence of the defendant's driver.

Mr. H. K. Holmes appeared for the plaintiffs and Mr. C. Lauritsen (proprietor of the Dragon Motor Car Company) conducted the Company's defence. Plaintiffs alleged that the defendant's car was being driven at a rapid pace, on the wrong side of the road at a bend where there was a high corner.

After further evidence, yesterday, judgment for the plaintiffs was given, by consent for \$125, and no order was made as to costs.

THE TYPHOON.

The harbour presented an unusually pleasant appearance yesterday, all the smaller craft having taken shelter in the typhoon, refugees on the signal that a typhoon was expected. During the day the Star Ferry Wharves flew the red flag indicating that the ferries might stop at any moment and the ferries were stripped of awnings so as to offer as little resistance to the wind as possible.

Whilst the *Hung Wah*, from Singapore, was trying to tie-up yesterday morning two of her seamen fell overboard but were rescued by the crew of the boarding officers' launch which was close by. The *Empress* steamer in port remained at Kowloon Wharf all day. In the afternoon the weather moderated and heavy rains fell.

The intensity of the typhoon is unknown. Yesterday morning it was about 80 miles away (near lat. 20 N. and long. 113 E.) and was moving across between Hongkong and Hainan.

GENERAL WU PEI-FU AND GENERAL CHEN.

"DISTINCT DIFFERENCES OF OPINION."

Reuter's Correspondent at Peking, in a recent message, says:—

It is now stated that reports of a definite understanding between General Wu Pei-fu and General Chen Chiung-ming are exaggerated. They have, it is said, not gone much further than an interchange of views in which distinct differences of opinion developed.

Apparently General Wu Pei-fu favours a centralisation of authority in the Peking Government while General Chen is anxious to see the establishment in China of a federation of autonomous provinces.

In the event of a breach with General Wu it is stated that General Chen will seek to bring about a new Southern Confederacy comprising the provinces of Chekiang, Fukien, Hunan, Szechwan, Yunnan, Kweichow, Kwangtung and Kwangsi. He is said to be consulting with General Lu Yung-shiang on this subject at the present time.

RIOT IN NAM HOI DISTRICT GAOL.

At 10.40 a.m. on the 10th a riot took place at the Nam Hoi District Gaol at Wai Oi, West Maloo, in the Old City. Taking advantage of the commotion due to the booming of guns from behind Honam, four men dressed in foreign clothes rushed into the precincts of the gaol and shouted incoherently. It happened to be the *chow* hour and the prisoners simultaneously attacked the goalers with daggers and pistols, wounding the principal warder on duty. The warders drove the 300 odd prisoners back into the main part of the gaol, but the ruffians succeeded in getting through the latrines and roof into Ma On Street. Some managed to escape with manacles, but the majority had removed their hand-cuffs and chains. Reinforcements of soldiers, inspection patrols, police, etc., were rushed up and put a cordon round the district. They ultimately recaptured 30 odd prisoners and another 30 odd were killed in a running fight. An unfortunate pedestrian was killed accidentally. Up to the present, efforts to round up the missing prisoners have not been relaxed and a systematic house-to-house search is being made in the adjacent buildings.

Discipline in Chinese gaols is practically non-existent, and it is very easy to smuggle in fire-arms and for all the prisoners to communicate with one another. Although the conditions in the average Chinese gaol are inferior to most foreign gaols, the prisoners are allowed many liberties that would not be tolerated elsewhere.

DUTCH FOLLY ABANDONED.

Dutch Folly Island, opposite the Bund, a naval base, was vacated this morning as the forces there would have no chance to retreat if attacked. The troops have been quarried on the Bund and in adjacent buildings.

RENTS ORDINANCE LITIGATION.

FACTORY OR DOMESTIC BUILDING? MEMBER OF OFFICIAL ENQUIRY COMMITTEE GIVES EVIDENCE.

The Rents Ordinance case in which the Mission Strangers' and the Nanyang Bros. Tobacco Co. are concerned, regarding the possession of premises in Caroline Road, continued yesterday in the Supreme Court before the Chief Justice, Sir William Rogers-Davies.

The Hon. Mr. H. W. Bird, member of the Legislative Council, and member of the firm of Messrs. Palmer and Turner, architects, gave evidence. Examined by Mr. F. C. Jenkin, junior counsel for the plaintiffs, Mr. Bird said that on June 2nd, 1921, he was appointed by the Government as a member of the committee appointed to consider the housing shortage report on the cause and remedies. The Hon. Attorney-General was the Chairman. The matter was one of urgency by reason of the approaching end of the current half year when a number of tenancies would come to an end.

Mr. Alabaster objected that the evidence was inadmissible in law.

Mr. Potter asked whether the evidence could not be taken and the objection argued later.

Mr. Alabaster agreed that the evidence should be taken subject to his objection, that the evidence was inadmissible for the purpose of construing the Ordinance.

THE HON. MR. H. W. BIRD'S EVIDENCE.

Mr. Bird then proceeded with his evidence. He said that the Committee found there was a shortage of housing accommodation. No written report was presented; everything had to be done hurriedly. The shortage was marked and the causes were, in the main, the influx of refugees from Canton, owing to the unsettled state of affairs there. Locally, the building programme of the Chinese houses had not kept pace with the number of people coming into the Colony, nor had it kept pace with the ordinary development of the Colony. The effect of the influx made it difficult to obtain housing accommodation and people in existing tenancies were liable to be turned out by people who could pay a higher rent.

TENANTS TURNED OUT.

It was found that in fact they were being turned out on quite a large scale. The effect on rents was to cause them to rise in quite a marked degree. The Committee discussed possible remedies. Apart from his membership of the Committee he had learnt of this state of affairs in the course of his profession. He did not remember any shortage except that of housing accommodation being discussed. The Committee's recommendations were all to be found in the Ordinance, which included standard rent. One of the recommendations was the Ordinance which was drawn up and passed. The principal features were standard rent and non-ejectment. No shortage of godowns or offices was discussed.

CASE OF THE CHINESE SHOP.

He was conversant with the ordinary arrangements of a Chinese shop. Most had a shop on the ground floor, the other portions being used for domestic purposes. These were discussed by the Committee to a certain extent. Cases in which the owner of a shop occupied other portions were included in the discussion. He had visited a very large number of those shops. In some cases the portion occupied for domestic purposes included the whole house, sometimes more. In the majority of cases the portion used would be the occupier's home.

THE BUILDINGS IN DISPUTE.

Mr. Bird said he had inspected the premises in question in this action. There were two large godowns. The one nearest Caroline Road was the larger. It had two floors, the ground floor being used for storing tobacco, in crates and drums. In one corner at the extreme end there were two cubicles, of an area of 378 square feet. The area of the floor was 29,568 square feet. In the cubicles there were two beds. There were in addition two beds outside. He was informed by the Secretary, Chan Pui Sam that it was occupied by a caretaker and his family. It would be occupied by about ten persons. On the upper floor the area was the same. It was also used for storing tobacco. There were no cubicles or bed spaces. The first floor of the other godown was used as a cigarette factory. It was full of machinery, the area being 17,808 square feet. No portion of that floor was used for human habitation. The floor above was of the same area and was occupied mainly for storing tobacco. No portion of the godown floor was occupied for habitation, but at the head of the stairs was a cubicle having an area of 192 feet. It was for wooden beds.

THE BEDS OF THE NINE OVERSEASERS.

In addition to the godown there was a shed, area 3,592 square feet, against one of the walls of which were nine Chinese beds. Those beds occupied about 200 square feet. He understood that the shed was built by defendants with the consent of the plaintiffs. In the shed was a stack of out card-board. There was another shed of 2,504 sq. feet, used as a factory for making card-board boxes. No portion was used for human habitation. He was informed that the occupants of the nine beds referred to were supervisors. The total floor space of the godown and shed was 94,243 sq. feet. The portion used for human habitation was 970 square feet.

EVIDENCE AS TO THE MEANING OF THE LAW.

Witness was next questioned on the Public Health and Buildings Ordinance, 1920. Under the Rents Ordinance a domestic building had to comply with certain sections of the former enactment.

Mr. Alabaster again objected that the Court had not to construe the Public Health and Building Ordinance and Mr. Bird could not give evidence as to the meaning of the Ordinance.

The objection was noted and the evidence continued.

Witness proceeded that he had known these buildings for years. They were formerly occupied by the Ewo Cotton Mills.

Mr. Jenkin: For these buildings to be converted to domestic purposes would require innumerable sections to be complied with?

His Lordship: That is inadmissible. Mr. Jenkin: For these buildings to be used for human habitation would not substantial structural alterations have to be made to comply with the Public Health and Buildings Ordinance?

Witness: Yes.

ADEQUATE RETURN ON CAPITAL DISCUSSED.

Questioned as to an adequate rent Mr. Bird said the total land occupied was 100,176 square feet. He valued the land at \$2.75 per square foot. That would give a total of \$275,494. The buildings were valued at \$275,000, the total value being \$550,494. To get 8 per cent. return after deducting Crown Rent, insurance and repairs, would need a rental of \$4,000 a month. The Crown Rent was \$282.70, insurance \$1,800, repairs were taken at 3 per cent of the rent, \$2,400. On this basis the rent would be \$4,000—say \$4,000.

In cross-examination by Mr. Alabaster, witness said that 8 per cent. was the normal return an owner might expect on his capital. He had known the time when 7 per cent. was expected. Eight per cent. was reasonable, much more would be unreasonable and less would be unbusinesslike. He knew this property was assigned to plaintiffs for something like \$100,000. On that basis the rent would be less than one-fifth of the amount he had given.

INCREASED LAND VALUES IN CAUSEWAY BAY.

Asked whether there had been any considerable rise in land values in that district since 1915, witness replied in the affirmative. There had been a gradual rise since the war. There was not much land changing hands during the war. He was not aware that in October, 1916, the property was assessed at \$20,150. If that was the assessment on that date it had not been increased since.

Answering another question witness said he understood that in November, 1916, the British American Tobacco Co. offered \$422,500 for the premises. He could also imagine them being used as a bottling, soda water, or perfume factory. The B.A.T. were competitors of the Nanyang Co.

Mr. Alabaster: If the Company was put out they would have to find a building to carry on their factory?—I suppose so.

Can you suggest another building?—It is difficult for me to say. There may be other buildings.

They might pay more than a fair rent to avoid being turned out?—That is possible.

LAND SPECULATION A CAUSE OF HIGH RENT.

Mr. Alabaster put it to witness that one of the causes of high rent was land speculation. Each purchaser would put up the rent in order to produce a fair return on his capital.

Witness: That is likely. Continuing witness said the Ordinance was retrospective to protect the tenant.

Mr. Alabaster: By making it retrospective it was intended to deprive some landlords of the fruits of the boom?—Yes.

Mr. A. Austin, architect to Messrs. Butterfield & Swire, said he had been with the firm for nearly 20 years. He had had experience in land valuing. He had visited the premises and valued the land at \$2.50 per square foot, a total of \$200,400; buildings at \$725,000, giving a total capital of \$925,400. Eight per cent. would give an annual rental of \$74,032, to which had to be added Crown Rent and insurance at 1 per cent. on buildings, less foundations, \$2,400. Repairs at 3 per cent. on net rental would be \$2,100. On that basis the gross annual rental would be \$78,532, or \$78,500 approximately.

The hearing was adjourned.

THE WORLD THEATRE.

In certain parts of the old West, the term "Sage Hen" was applied to a strange woman of doubtful character. In 1880 there thrived, as long as gold was in the hills and cattle on the open range, a little town of a hundred or two, called Silver Creek.

Like many other Western communities of that time, Silver Creek was ruled by a Vigilance Committee. The little town had the usual combination, of hotel, saloon and gambling room; but, strange to say, no dance hall.

The citizens of Silver Creek considered themselves very righteous individuals and when a woman with a baby came to live in a lonely cabin on the outskirts of the town, held herself aloof from the other women and took no one into her confidence, their "pure minds" saw evil in her and they called her a "Sage Hen."

In "The Sage Hen" showing at the World Theatre, to-morrow, the 14th inst. Edgar Lewis presents what many will consider this producer-director's greatest picture. In Harry Solter's story of a woman's sacrifice for her greatest possession—her home, her honor and her child—Mr. Lewis has a subject worthy of his ability to paint vivid, virile, powerful drama.

LANE, CRAWFORD, LTD.

SEAMLESS

SILK HOSE

FULL FASHIONED WIDENED TOPS

IN SIZES 8, 9, 9½, 10 INCH.

HEAVY MILANESE SILK HOSE

PLAIN OR IN A FASHIONABLE WIDE TRIPLE STRIPE

BLACK & WHITE ONLY

Special Value \$8.50 PER PAIR

A FINE WHITE SILK THREAD HOSE

WITH NARROW VERTICAL STRIPES \$4.75 PER PAIR

A LARGE SELECTION OF SILK HOSE

IN BLACK, WHITE, GREYS & BROWNS

\$3.50 TO 12.50 PER PAIR

AMERICAN "KABO" CORSETS

NOVELTIES IN

HANDMADE UNDIES

A NEW STOCK OF

BAROGRAPHS.

The

Special Self Recording Barometer

AND

The B.O.T. Pattern

Marine Mercurial Barometer

AT

LANE, CRAWFORD, LTD.,
HONGKONG.

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COLLARD AND COLLARD

SPECIALLY CONSTRUCTED

FOR THIS CLIMATE

NEW MODELS JUST RECEIVED

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ANDERSON'S

J. M. Powell Ltd.

TELEPHONE 3146.

RAINCOATS

FOR GENTLEMEN.

We have a good assortment to choose from. There are

GAZERDINES @ \$45 AND \$49.50.

RUBBEROID @ \$19.50.

DOUBLE TEXTURE WATERPROOFS
@ \$30.

Also the celebrated "MATTAMAC"
RAINCOAT @ \$25.

UMBRELLAS GOLOSHES

BLACK AND BROWN

WATERPROOF BOOTS.



INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim dividend of 4% per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1921, at the rate of 2.5 pence per share.

The dividend will be payable on and after TUESDAY, the 10th August, 1921, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 24th July, to SATURDAY, the 5th August, 1921 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. H. BAILLOW,
Managing Chief Manager. (1927)

Hongkong, 11th July, 1921.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND behind Sikh Temple Gap Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rental.	Upset Price.
1.	Behind Sikh Temple Gap Road.	1.5, 0.0, 0.0.	15,000.	150,000.

As per sale plan. (1929)

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INTIMATIONS

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1921, will be payable on WEDNESDAY, July 28th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th July, 1921. (1238)

THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1921, will be payable on WEDNESDAY, July 28th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th July, 1921. (1238A)

CONSULAT DE FRANCE, HONGKONG.

FRIDAY, 12th of JULY, being the French National Fete. The Consul for France will be pleased to receive at his official residence, 13, Peak Road, between 11 A.M. and 1 P.M., the Members of the French Community, British officials and officers and his foreign colleagues who may wish to call on that occasion.

The Consulate of the Consulate (Alexandra Building) will be closed all day on the 14th. Hongkong, 11th July, 1921. (1236)

MORTGAGE INVESTMENTS WANTED.

MESSEURS, DEACON, LOOKER, DEACON & HARSTON of No. 1, Des Vaux Road Central, Solicitors have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on first class Mortgages of house property. (1237)

CANTON-KOWLOON RAILWAY.

THE PUBLIC IS HEREBY NOTIFIED that the THROUGH TRAIN SERVICE between Kowloon and Canton is ENTIRELY SUSPENDED until further notice.

H. P. WINSLOW, Manager. British Section. Kowloon, 10th July, 1921. (1232)

NOTICE.

PEAK RESIDENTS are notified that 5 Public Jirrickshaws are available nightly at the Upper Peak Tram terminus up to 12 Midnight. Any one who wishes to engage one should telephone to the Peak Chair Shelter (Tel. No. 322).

P. J. WOODHOUSE, Capt. Supt. of Police. (1235)

NOTICE.

WE have this Day OPENED our Registered Office at 1A, CHATER ROAD, IMPORT AND EXPORT MERCHANTS, JAMES H. BACKHOUSE, LTD. Hongkong, 30th June 1921. (1218)

ROYAL HONGKONG YACHT CLUB.

BATHING SEASON, 1921.—REDUCTION OF SUBSCRIPTION.

MEMBERS FRIENDS may become Bathing Members at a charge of \$15.00 for Double Tickets and \$10.00 for Single Tickets from July to October inclusive, on entering their names, together with the names of their proposers, in the register provided for that purpose at the Club House, when Bathing Tickets will be issued.

By Order of the General Committee,
F. G. YALOW, Secretary. Hongkong, 30th June, 1921. (1174)

HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE.

CERTIFICATE No. 2691 for 200 Shares of this Company in the name of Dr. J. W. HAWK of 170, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to Dr. J. W. HAWK, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS, Secretary. Hongkong, 15th June, 1921. (1129)

A ROMANCE

OF

HAPPY VALLEY.

TO-NIGHT AT

THE CORONET

BLACK BEAUTY

TO-NIGHT TILL SATURDAY.

KOWLOON THEATRE.

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1921, will be made on presentation of Coupon No. 20 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, Tientsin and Hongkong only.
RUSSO-ASIATIC BANK, Tientsin and Hongkong only.

BANQUE DE L'INDO-CHINE, Tientsin and Hongkong only.
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By Order, THE KAILAN MINING ADMINISTRATION, P. C. YOUNG, Acting General Manager. (1204)

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE TO HOLDERS OF SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

LIST OF NEW TALONS WITH COUPONS 21 TO 40 ATTACHED.

NOTICE IS HEREBY GIVEN that the TALONS at the foot of the Debentures must now be detached and surrendered to the Tientsin Office of the Kailan Mining Administration.

Applications must be made in person or through a Banker or other duly authorised agent; applications made through the post cannot be dealt with.

All Talons must be listed on the proper forms which can be obtained on application. P. C. YOUNG, Acting General Manager. KAILAN MINING ADMINISTRATION. (1205)

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Letters are lying at this Office for Boxes QV, RF, BU, RW, TA, TH, TL.

WANTED.—ENGLISH GIRL, well educated, would take POSITION as Children's Nurse, Governess, or Companion. Apply Box L.J. c/o Daily Press Office.

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THE BEST-KNOWN BRANDS ON THE MARKET.
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Edam \$3.25 per lb.
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Picnic (Own Make) \$40 " jar.

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The Daily Press.

HONGKONG, JULY 13TH, 1921.

THE PHILIPPINES AND INDEPENDENCE.

ONE of President Harding's first acts after his inauguration as Chief Executive of the United States was to appoint a Commission to proceed to the Philippine Islands to make due investigation and report as to whether the time had arrived when full independence should be granted to the Philippines in fulfillment of the promise made to them by his predecessors in office. The head of that Commission was Major-General LEONARD WOOD, now Governor-General of the Islands, who possessed knowledge and experience of the islands acquired in the early days of American occupation, and associated with him was Mr. CAMERON FORBES, a former Governor-General of the Islands. They presented an exhaustive report and they came to the general conclusion that the experience of the past eight years, during which the Filipinos had had practical autonomy, "has not been such as to justify the people of the United States relinquishing supervision of the Government of the Philippine Islands, withdrawing their Army and Navy, and leaving the Islands a prey to any powerful nation coveting their rich soil and potential commercial advantages." The Commission was convinced that "it would be a betrayal of the Philippine people, a misfortune to the American people, a distinct step backward in the path of progress, and a discreditable neglect of our national duty, were we to withdraw from the Islands, and terminate our relationship there without giving the Filipinos the best chance possible to have an orderly and permanently stable government." The Filipino leaders of the independence movement were disappointed, and quite recently a Mission has gone again to Washington to plead the cause of independence with the President against the conclusions of the WOOD-CAMERON Commission. Mr. QUERON's mission has been a failure. The President "heard with deep

interest and read with full deliberation" the petition presented through Mr. QUERON, and the President has returned a reply which definitely puts the seal of adoption on the main conclusion reached by the WOOD-FOBES Mission. It is a verbose reply recalling the circumstances of the connection and the history of the American Government's policy in regard to the Philippines, inaugurated by President McKinley, continued by President ROOSEVELT and supported by President TART. The party which called President WILSON to power condemned the policy in its platform as a blunder which had involved the United States in great expense, and brought the country weakness instead of strength, and this led to the later Congressional act which resulted in the organic law of 1916 known as the JONES Law in the preamble of which there is an expressed or implied pledge to grant the independence of the Philippines. President HARDING reminds the mission that at the time of the passage of that Act an amendment was proposed in the Senate which provided for immediate independence, but it was rejected by the "responsible majority" who, manifestly, did not believe in the readiness of the Philippines for it. And President HARDING while commending the Philippine aspirations to independence and complete self-sovereignty because they would be unfitted for the solemn duties of self-government without them, frankly says he does not believe that the time has arrived for a final decision. He mentions that petitions have been received against, as well as, in favour of, independence. He flatters the Filipinos by saying that their progress is "without parallel anywhere in the world."

"From a people who began with little freedom and none of responsibility," the President says, "in a little more than half of one generation you have progressed notably towards self-reliance and self-government, and you have done it in spite of that lack of independence concerning which you petition." This, he tells them, is a matter of gratification to the United States and a justification of its attitude because "you have made this record under our sponsorship and in the very atmosphere of the highest freedom in the world." We have given substantially everything we had to bestow and have asked only mutuality and trust in return. We have extended you control in government until little remains but the executive authority without which we could not assume our responsibility. It is not responsible for me as Chief Executive definitely to proclaim an American policy for the decision must ever be that of Congress, but I would be less than candid and fair if I did not tell you that we assume no responsibility without that authority." Answering the plea that "the changed conditions in the world," justify the concession, the President says: "The world situation has indeed changed with a higher augury of peace than we have known before. We are only entering the new order. It is not yet fixed. Your international security is fixed under our present relationship, but you would be without a guarantee if complete independence were proclaimed." For the lack of national responsibility the President suggests that the people of the Philippines have ample compensations, and finally he assures them that no backward step is contemplated and no diminution of their domestic control is sought, and he renews "the proven assurance of the good intentions of the United States"—the desire to be helpful without exacting from their private or public purse or restricting the freedom under which people aspire and achieve. It all means, in short, that the present relationship will endure, as long at least as the HARDING Administration—and probably longer.

A Kowloon mendicant, forty years of age, was attacked by another mendicant with a chopper, on Tuesday. The victim of the assault is now in the Kwong Wah Hospital.

Mr. R. E. Lindsell, First Police Magistrate, was indisposed yesterday and unable to take up his usual duties on the Bench, but hopes to be able to resume duty this morning.

The Hongkong Land Investment Co. have declared an interim dividend of 1% per share, and the Hongkong Central Estate, Ltd., have also declared an interim dividend of 4%.

It is stated that Dr. C. C. Wu has telegraphed to Peking declining the posthumous honours which were to have been bestowed upon his father, Dr. Wu Ting-fang, including the sum \$10,000 for funeral expenses.

On his return journey from worshiping at the Sing Sing Temple at Castle Peak, a Chinese slipped and fell down the hillside. The man sustained serious injuries and died at the Kwong Wah Hospital shortly after admission.

The rainfall yesterday further helped to relieve anxiety regarding the water supply, but it may be mentioned that the rainfall for the whole of the year to date does not quite equal the rainfall for the single month of May last year when over 33 inches were recorded.

An armed robbery is reported from Ping Chau Island. A party of seven or eight men armed with revolvers, entered a matchbox and held up the inmates; one of these managed to escape and raised the alarm in the village. The villagers turned out in force and the robbers, thinking discretion the better part of valour, fled. One armed man was arrested.

The police made a horrible discovery on Tuesday morning. At No. 103, Des Vaux Road West, they found the dead body of a young concubine. The woman had been stabbed in the throat and had bled to death in her bed. The alleged murderer is thought to have entered the cubicle by means of the roof. The motive of the crime is a mystery. Nothing has been stolen from the house.

The advent of the oil-burning steamers on the Ichang-Chungking run has necessitated storing of oil fuel at Ichang, and the Asiatic Petroleum Company has already devoted one of its tanks to this purpose. Two oil-burners, the *Amoy* and *Wan-hien*, are already on the Ichang-Chungking run and a new boat of Jardine, Matheson & Co., which is expected soon, will also be an oil-burner.

Two men suspected of having been concerned in a recent robbery in Queen's Road Central, when a gold wristlet watch was stolen from a Chinese, have been arrested. This was the case in which the robbers pawned the watch and returned the pawn-tickets to the original owner. The two men who were brought before Mr. Hamilton, at the Magistracy, and charged with the robbery, were remanded for one week.

For disconnecting the water meter at his house a Chinese was prosecuted at the Magistracy, yesterday. Mr. G. W. May, of the Public Works Department, said that it was quite apparent that the meter had been disconnected for some time. "There was," he added, "quite a lot of this sort of thing going on in the Colony, but it was a very difficult matter to catch offenders." The Magistrate imposed a fine of \$25.

The death took place in Southern, at the end of May, of Mr. James Blackmore, one of the pioneers of the Kobe Settlement, at an advanced age. Mr. Blackmore, who was close on 80 years of age at his death, was one of the very early foreign residents of Kobe, arriving there in the first month after the opening of the port in 1863, if not actually at its opening. Mr. Blackmore leaves one daughter, Miss Katie Blackmore, A.R.B.A., who is an artist of some celebrity, one of her paintings being hung in this year's Academy.

OBITUARY.

MR. LUIZ ADOLFO LUBECK.

It is with deep regret that we record the death of Mr. Luiz Adolfo Lubek, which took place at the General Hospital, Shanghai, last week, after a short illness.

Mr. Lubek, says the *N. C. Daily News*, was a man of many interests and activities, a prominent and esteemed member of the Portuguese community and, although engaged in business, an author of several books, chiefly poetical, amongst them being the "Poema da Vida," which ranks as a work of remarkable erudition in current Portuguese literature. He was born in Macao on August 25th, 1850, and was educated at the College of the Jesuit Fathers, where he distinguished himself as a scholar of many parts, a clever mathematician and a keen student of the early Latin poets. Of a naturally modest but practical disposition, he doubtless realized that the field of romance was problematic in the southern colony and he then came to Shanghai, where he joined the firm of Russell & Co., later becoming chief accountant to Messrs. Ballard & Hunter, when that firm took over the business of Russell & Co., and for some years prior to his death he held a power of attorney for his successors.

When the treaty between Portugal and China was discussed by the Chinese authorities and Senhor José d'Alveida Castello Branco, Mr. Lubek accompanied the Portuguese Minister to Peking as his private secretary and in recognition of his services was created a Commander of the Order of San Thiago, a decoration reserved exclusively for literary merit.

In 1881 Mr. Lubek founded the Associação Macanense de Socorro Mutuo de Shanghai, in aid of unemployed Portuguese, a leading national institution which has rendered invaluable assistance to his compatriots in Shanghai for the last 40 years. His death creates a gap in the community which it will be extremely difficult to fill, for, although Mr. Lubek shunned ostentation and lived a retired and modest life, his spare moments were ever devoted to the welfare of the entire Portuguese community.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

IRELAND'S GUERRILLA WARFARE.

REPUBLICAN PROCLAMATION IN CORK.

London, July 11th.

An unconfirmed report states that a Republic has been proclaimed in Cork, with which place communications are interrupted.

The irregulars at Drunken last night ambushed a motor car conveying National troops with a letter to Kenny (Raphoe area). One National was killed, one wounded, and another is reported missing.

EARLIER CABLES.

HEAVY CIVILIAN CASUALTIES.

London, July 11th.

The list of casualties sustained in the recent fighting in Dublin, issued by the Irish Army Headquarters, shows that 19 National soldiers were killed and 111 wounded, whilst it is estimated that 63 civilians were killed and 281 wounded.

The city has been quiet since the fall of the Sackville Street stronghold, except for occasional night sniping in the suburbs. The tranquillity was broken last night by two ambushes of military lorries, one near Stephen's Green and the other on the Stillorgan Road. The assailants were driven off and escaped.

Warfare in the country districts is of an increasingly guerrilla character, the irregulars evacuating their positions before being attacked and frequently burning buildings in the line of retreat. The condition of the prisoners taken indicates that the irregulars are dispirited and poorly armed and supplied.

Robert Barton (De Valera's Minister of Defence) and Macdonagh, members of the Dail Eireann, and a number of other prisoners have escaped from Portobello Barracks.

LATEST CABLES.

SUPPLYING ARMS TO IRISH REBELS.

ACCUSED FAIL TO APPEAR AT ASSIZES.

London, July 11th.

An unusual development occurred in connection with the charges against eleven Irishmen, mentioned in a cable message dated May 5th, who were released on bail. When the case was called at the Birmingham Assizes, only one prisoner appeared, and the solicitor for the defence said he saw some of his clients in Dublin a fortnight ago, and they intended to appear at the Assizes. He was not aware of their present whereabouts, and possibly they were prisoners, or dead, or perhaps had taken refuge in the mountains.

The Judge accepted the suggestion that they were detained, owing to circumstances over which they had no control, and adjourned the trial.

[The eleven men referred to were arrested in England on a charge of supplying arms to Irish rebels.]

END OF HAGUE CONFERENCE? RUSSIANS' IMPOSSIBLE ATTITUDE

The Hague, July 12th.

The President of The Hague Conference has announced that no useful purpose could be served by continuing the discussions, owing to the attitude of the Russians.

NEXT REPARATIONS PAYMENT.

ANGLO-FRENCH DISCUSSION.

London, July 12th.

It now transpires that Premier Poincare was not invited to proceed to London earlier than originally arranged, as stated in an earlier cable message, as it is understood that neither the British nor French Premier considers that there is any need to precipitate allied action, but the two Premiers will thoroughly discuss the situation when M. Poincare goes to London at the end of the month.

EARLIER CABLES.

HELPING GERMANY OUT.

Paris, June 11th.

The Reparations Commission has decided to credit Germany with 18,000,000 gold marks on account of interest of the Commission's reserve fund, payment for dues, etc., thus reducing the indemnity payment due on the 17th inst. to 24,320,000,000. It is understood that Germany has agreed to pay.

LATEST CABLES.

THE PRINCE'S TOUR.

FURTHER LIST OF HONOURS.

London, July 11th.

In connection with the tour of H.R.H. the Prince of Wales, H.M. the King has made a number of appointments to the Royal Victorian Order, including a Knight Commandership to Admiral Sir Alexander L. Duff, K.C.B., C.B.

Commanderships to Capt. Hon. Herbert Meade, R.N., D.S.O., commanding the 'Renown', Brig. General Charles R. Woodruff, C.M.G., C.B.E., and Lieut. Colin J. Davidson, C.I.E., British Consul at Tokio.

Members of the Fourth Class, Capt. E. D. McCallister, and Mr. R. B. Osborne, Private Secretary to the Governor of the Straits Settlements.

ANGLO-ITALIAN DIPLOMATIC CONVERSATIONS.

IMPORTANT RESULTS OBTAINED.

Rome, July 11th.

Signor Schanzer, Prime Minister of Italy, when making a statement to the Chamber Foreign Committee, on the subject of his conversations in London, declared that important results had been obtained and the Anglo-Italian situation had become clearer, whilst Italian interests had in no wise suffered.

BRITISH ENGINEERING FIRMS IN EAST INDIES.

ENDEAVOUR TO FORM CONSORTIUM NOT SUCCESSFUL.

London, July 11th.

Sir Walter B. Townley, at the annual meeting of the British Chambers of Commerce in the Netherlands and East Indies, said that endeavours to form a consortium of engineering firms which had set up an establishment in the East Indies, in order to successfully compete with foreign influences already established there, had up to the present not been crowned with success, but efforts were being made in several directions.

AMERICAN RAILWAY STRIKE.

PROCLAMATION BY PRESIDENT HARDING.

Washington, July 11th.

Following numerous reports that railway strikers are interfering with mail trains, President Harding has issued a proclamation warning all persons to refrain from interference with lawful efforts to maintain inter-state transportation and the carrying of United States mails. The proclamation also invites the co-operation of public authorities and good citizens, to uphold the laws and facilitate operations essential to life and liberty and the security of property.

EARLIER CABLES.

MORE "DIRECT ACTION" METHODS.

Chicago, July 11th.

Several railways have curtailed the mail-train schedules, owing to the shopmen's strike.

The Washburn Railway authorities report that three thousand miles of line have ceased to operate.

Trouble continues at various places where collisions have occurred between strikers and strike-breakers.

Neither the owners nor the miners have yet replied to President Harding's proposals for a resumption. Neither professes satisfaction with the proposal.

HOUSE OF LORDS REFORM.

PROPOSALS BY THE GOVERNMENT.

London, July 11th.

In accordance with the Government's reform proposals, the reconstituted House of Lords will consist of 350 members made up of four categories—firstly, the Royal and Spiritual Law Lords, who will be permanent, secondly, members elected directly and indirectly from outside; thirdly, Hereditary Peers elected by their order; and fourthly, members elected by the Crown. The last three categories will have a limited tenure.

The right to veto Money Bills will continue to be withheld from the Lords, but a joint Committee of the two Houses will replace the Speaker of the House of Commons as the arbiter of what constitutes a Money Bill.

The House of Commons' present power to enforce Bills in certain cases during the lifetime of a single Parliament without the consent of the House of Lords shall not apply to measures amending the constitution of the House of Lords.

COUNTY CRICKET.

YORKS AND LANCAS AGAIN VICTORIOUS.

London, July 11th.

At Birmingham, Lancashire defeated Warwick by seven wickets, Hallows scoring 93, while Parkin captured seven wickets for 71 in Warwick's first innings.

At Gloucester, the home county defeated Worcester by an innings and 82 runs. For the winners Packer captured eleven wickets for 20.

At Hull, Yorks defeated Sussex by an innings and 130 runs. Evidently this was a bowler's match. For Sussex, Olligan, the old Cantab fast bowler, took six wickets for 20; while for the winners, Waddington captured seven for 6 runs and Rhodes six for 41.

At Leicester Hants led on the first innings. For the southern county Lieut. Day scored 71, while for the home team Major Fowke scored 75 and 84.

WORLD'S TENNIS CHAMPIONSHIP.

RESULTS OF THE SEMI-FINALS.

London, July 11th.

At Wimbledon the semi-finals in the Lawn Tennis Championships resulted as follows:—Anderson and Lycett beat the Americans, Mathew and Caneby, by 6/2, 6/3, and 6/2.

Patterson and O'Hara Wood beat Norton and Roper Barrett by 6/1, 3/5, 6/7, 6/3, and 15/13.

Miss Legg and Miss Ryan beat Mrs. Green and Mrs. McNair by 6/0 and 6/1, and now meet Mrs. Stocks and Miss McKane in the final.

WORLD'S BOXING CHAMPIONSHIP.

DEMPEY AND WILLS SIGN CONTRACT.

New York, July 11th.

Dempey and the negro, Harry Wills, have contracted to box for the world's heavy-weight championship, the time and place to be arranged later.

TWO NEW BRITISH BATTLESHIPS.

TO COST £5,000,000 EACH.

London, July 11th.

In the House of Lords, Lord Lee said that notwithstanding aircraft and submarines, the Admiralty believes it feasible to build capital ships that will be reasonably proof against any likely method of attack; consequently the Government declined to reconsider its intention to proceed with the construction of two new battleships, which, with accessories, would cost eight millions each, and necessitate scrapping four existing battleships under the Washington agreement.

THE DUTCH POLITICAL SITUATION.

ELECTION CAUSES DIFFICULTY.

The Hague, July 11th.

Queen Wilhelmina received the Premier, with whom her Majesty discussed the difficult political situation resulting from the elections. The Queen receives the Presidents of the States General to-morrow.

U.S.A. TO EVACUATE SANTO DOMINGO.

PROVIDED RESIDENTS APPROVE.

Washington, July 11th.

The State Department has adopted a tentative programme to evacuate Santo Domingo, provided that it can be ascertained that evacuation meets with the approval of the majority of the Dominican people.

RAILWAY DISASTER IN SPAIN.

EXPRESS AND MAIL TRAINS COLLIDE.

Paris, July 12th.

A message from Madrid states that 30 were killed and 50 injured in a collision between the Galician express and a mail train near Valencia. The latter was mostly filled with passengers going on holiday. The dead include a judge, a senator, and a deputy.

FATAL FACTORY EXPLOSION.

FIVE YEARS' PENAL SERVITUDE FOR OWNER.

London, July 11th.

In connection with the explosion in March last in a factory in Tipton, which resulted in the death of eighteen girls, Mr. John Walker Knowles, the owner, has been sentenced to five years' penal servitude, on a charge of manslaughter. Mr. Eber Chadwick, the manager, was acquitted.

EXPLOSION AT GERMAN EXPLOSIVES DEPOT.

Berlin, July 12th.

Thirty workmen were killed or injured in an explosion at the Groden explosives depot, near Cuxhaven.

INDIAN POLITICAL DISTURBANCES.

NEARLY FOUR THOUSAND PRISONERS.

Simla, July 11th.

Excluding Moplah convicts, the total number of prisoners taken in the recent political movement amounts to 3,615.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CHANG TSO LIN GOVERNOR OF FENGTEEN.

PEKING, July 12th.

It is unofficially reported that the Government intends to offer General Chang Tso Lin the posts of Civil Governor of Fengtien and Chief of Chiangchunfu (Chiang Chun Club).

GENERAL LIU AND GENERAL HSUNG'S FORCES CLASH.

PEKING, July 12th.

General Liu Hsiang's and General Hsiung Keh Wu's forces met, and an engagement was fought on the 8th at four points; Hsichow, Chungchow, Wanhsia and Tienkianghsien. The results are not known.

GENERAL HSU COMES TO SUN'S RESCUE.

PEKING, July 12th.

Unofficial reports state that Hsu Chung Chih's troops, proceeding to Canton, in obedience to Dr. Sun Yat Sen's orders, have dispersed Chen Chiung Ming's detachment, fifty li to the eastward of Shui Chow. Further fighting is expected soon between Shui Chow and Yintak Hsien.

THE S.S. "KAM MA" SOLD AT LAST.

VESSEL REALIZES \$10,000.

After having been in the hands of the auctioneers for several months, the s.s. *Kam Ma* was sold yesterday without reserve at public auction by Messrs. Lamert Bros., auctioneers, for \$10,000 to the Asia Corporation and Development Company.

The s.s. *Kam Ma* is at present lying off Sham Shui Po and has been sold under an order of the Court. She is a wooden ship of approximately 1,800 tons capacity with accommodation for about 800 Chinese passengers. Her length over all is 252 feet and her beam is 25 feet.

ANOTHER MILK CASE.

Sanitary Inspector H. L. Lockhart prosecuted a Chinese at the Magistracy, yesterday afternoon, for selling milk not of the necessary substance and quality required under the local ordinance.

The defendant is Lau Mun and he is the proprietor of a dairy at No. 16, Cochrane Street. The case came up for hearing before Mr. E. W. Hamilton who granted a formal remand of one week for the convenience of the defence.

MARVELLOUS!

The Magistrate to defendant: So you have never emptied rubbish over the verandah in your life?

The Defendant: Never.

The Magistrate: Marvellous! You are the first Chinese woman I have met who does not do so.

Chinese political circles in Shanghai are much intrigued concerning the arrival there of Mr. George Hsu, Chief Judge of the Court of Cassation at Canton, and especially concerning his subsequent departure for Peking. He has been described as being charged with a mission from Sun Yat Sen, but someone claiming to speak authoritatively has denied this report.

It is reported at Hankow that an agreement has been reached between the Tsuchan Tao Kun and the Chief of the Aviation Bureau, for the opening of the regular air service between Peking and Hankow. Arrangements have been made, it is said, that the expenses required for the equipment are to be borne by Tao Kun and that aeroplanes and aviators will be supplied by the Aviation Bureau. The aeroplanes will carry passengers and mails and will cover the distance between Peking and Hankow, in eight hours.

COLLAPSE OF THE MARK.

ANGLO-FRENCH DISCUSSION.

London, July 11th.

M. Poincare is due in London at the end of the month to attend the Allied Near-Eastern conference, but Mr. Lloyd George has invited him to come earlier to discuss the serious European situation following the collapse of the mark, particularly in connection with reparations.

A GERMAN MANIFESTO.

Berlin, July 11th.

The National Trades Federation has issued a manifesto declaring that the world's peace and economic progress are at stake, and exhorting the members to endeavour in every way to prevent strengthening the position of the German reactionaries.

SCOTTISH LETTER.

THE BIRTHDAY HONOURS.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 7th.

Among the Scottish recipients of Birthday Honours the most notable is the Peerage conferred upon Sir Archibald Williamson, Bart., M.P., for Moray and Nairn. A grandson of the late Dr. Thomas Guthrie, of "ragged schools" fame, and the son of the late Stephen Williamson, M.P., of Glenogle, Forfarshire, he is a partner of the great shipping firm of Balfour, Williamson, & Co., and a director of the Central Argentine Railway, Lobitos Oilfields, and other companies. He is a prominent Scottish Parliamentarian, and was Financial and Parliamentary Secretary to the War Office. His elevation to the Lords will entail a by-election in Moray and Nairn.

Brig.-Gen. H. J. W. Drummond, who receives a Baronetcy, is Chairman of the London and South-Western Railway, of which enormous use was made during the war. He is the son of Sir James H. W. Drummond, Bart. of Hawthornden, Midlothian, and a member of the Royal Bodyguard of Scotland.

The new Knights include John Macpherson, C.B., F.R.C.P., recently appointed Professor of Psychiatry in the University of Sydney, New South Wales, who has rendered great service in connection with Scottish lunacy administration. Another Knight is William F. Russell, of the Glasgow Chamber of Commerce and the Glasgow Town Council. Among his services during the war was the raising at his suggestion of the 17th Highland Light Infantry, Chamber of Commerce Battalion.

George William Chrystal, one of the K.C.B.'s, is a son of the late Professor Chrystal, Edinburgh University, and has served in the Admiralty and Home Office. The Hon. Ronald C. Lindsay, made a C.B., is a brother of the Earl of Crawford, and is the Assistant Under Secretary for Foreign Affairs. Sir Auckland Geddes, who receives the G.C.M.G., is Ambassador Extraordinary and Plenipotentiary to the United States.

THE CLOUDS OF RACIAL WAR.

The colour problem, and its dangers to the world was the text of the closing address of the Rev. Dr. Donald Fraser to the members of the General Assembly of the United Free Church of Scotland. Most attention was, naturally, paid to the state of matters in South Africa, where the Rev. Moderator laboured for many years, but important references were made to the East and Far East. In the world to-day, he said, a great menace was rising because man would not recognise human worth except in those whose skins were white, and while they attempted repression the soul of the depressed peoples was waking to life, and no power on earth could keep it from expression. Unless the teaching of Jesus Christ about human brotherhood became the conscience, active and ruling, of the nations, there would inevitably awaken a greater and fiercer explosion than anything in the past. Men tried to find salvation for their own race by acts which limited the movements and residence of the other races. He knew that there was terrible danger in the flooding of their land with people of a lower civilisation than that of the governors. But if the Church set herself to the full introduction of the Gospel to all nations, they would place among the lower races a leaven which would raise the status of the people, and in this way remove the danger of races mingling. The menace was not the infusion of colour, but the clash of differing civilisations.

On the Western Pacific slopes were 500 million Asiatics with the smallest allotment of land per capita of any nation on the earth. On the eastern slopes were six millions of whites with the greatest allotment per capita of any nation on the earth. No legislation in the world could keep these people apart. Salt water of different densities when it met was bound to coalesce. And the nations which dreaded the coming of one another were bound to see the day when they could no longer be kept apart. He saw no hope for that problem but in the Christian Church, giving Christ's Gospel to China and Japan, levelling up their culture to Christian standards, and Christ's Church teaching men, in spite of prejudices and hatreds, that before God there was but one race of mankind, and brotherhood was the only key to peaceable relations.

A SCOT A SCOT SUCCEEDS.

Sir William Noble, who has retired from the chair of Engineering in chief of the general Post Office, is a Scotsman, probably the best known Scot in London outside the ranks of Parliamentarians. He is President of the Burns Club of London; Vice-President of the Aberdeen, Banff, and Kincardine Association; Governor of the Royal Scottish Corporation, a Director of the Royal Caledonian Schools, and incidentally one of the most successful of our electrical engineers. He began his career as a telegraphist in Aberdeen, and some years later this grit and ability gained for him the post of lecturer at Gordon's College, Aberdeen. After holding several other posts in Scotland he, in 1897, received an appointment on the technical staff of the Post Office in London. His big chance came with the telephoning of London, when he worked seven days a week from 6 a.m. to 11 p.m. His rise thereafter was rapid and uninterrupted.

Major T. F. Purves, who succeeds Sir William Noble, is a Berwickshire Scot. He studied in Edinburgh, served in the engineering department in Edinburgh Post Office, and afterwards was transferred to London. During the war he was responsible for the electrical equipment of the Army Signal Service. As is well known, in the later phases of the war the system of telegraph and telephone communications of the British armies reached an extraordinary degree of development and efficiency, far

beyond that of any other nation, and for this success Major Purves was largely responsible.

LORD INCHEAPE AND ARBROATH.

Lord Incheape of Strathnaver, a member of the mission to India in the autumn which is to "try and reduce the expenditure," has been presented with the freedom of his native town, Arbroath. He left the burgh 50 years ago in search of fortune, and found it. His Lordship has made a gift of £20,000 to be devoted to the relief of the deserving poor connected with the sea industries of Arbroath.

LORD MORLEY AS POOH-BAH.

In the course of a speech at Arbroath, Lord Incheape said that he served under Lord Morley, another honorary Burgess of Arbroath, on the Council of India for a number of years, and he told a Gilbertian story in which Morley played the role of Pooh-Bah. "After Lord Morley had retired from the India Office," said Lord Incheape, "he became Lord President of the Council, and was succeeded by the Marquis of Crewe. Lord Crewe got ill, and Lord Morley was called upon in the emergency to act as Secretary of State for India for a few months. Sir Edward Grey, as he was at that time, Secretary of State for Foreign Affairs, also got ill, and Lord Morley took over his duties too. He thus became at one and the same time Lord President of the Council, Secretary of State for India, and Secretary of State for Foreign Affairs. A serious divergence of opinion arose between the Foreign Office and the India Office on a certain subject. With the Permanent Under Secretary of State, I was called on by Lord Morley to argue the case for India, which we did to the best of our ability. Lord Morley having heard what we had to say, with a twinkle in his eye said, 'The Secretary of State for India is seized with the Indian point of view, and he will now collaborate with the Secretary of State for Foreign Affairs, and if these two dignitaries do not agree he will refer the matter to the Lord President of the Council.'

The Golf Championship Committee must have felt that the problem of devising equitable conditions for the Amateur Championship, while at the same time confining the field to manageable proportions, had by their Prestwick experience become more acute and baffling than ever. At all costs it seems imperative that when the Championship is played near the great centres of population a Saturday final must be avoided. There is nothing undemocratic in this suggestion, nor any intention of depriving the masses of the pleasure of watching golf at its biggest and its best, but golf simply does not lend itself to a crowd of the proportions we had at Prestwick. In this respect it differs from all other sports which men engage in and the crowd delight to watch. Of course the conditions are identical to both the finalists, and as happened at Prestwick, both had the temperament which is impervious to such extraordinary conditions, but conceivably there might have been a tremendous advantage to one of the players. The final of the Ladies' Open showed how one player may be worried by the crowd and the other supremely indifferent to it. But that apart, there is far too great risk of the "rub on the green," which might even settle the destiny of the whole event.

RESTRICTING THE ENTRY.

The entry of players in the Amateur Championship is also much too great. One way out of the difficulty which is finding favour, is to restrict the Championship to players of a certain handicap who are members of a club which has put its handicapping on a proper footing. It might work dramatically, but it would speed up the business of standardised handicapping.

MISCELLANEA.

Mr. William I. Hunter, ex-Amateur Champion, is lost to British golf. He has been appointed representative of a Galashiels woollen manufacturing company, and will sail to America almost immediately. It will be remembered that after winning the Championship—which he had just dropped at Prestwick—he went round the leading golfing centres in the United States.

The estates of Kerr and Cawder have been registered as a private limited liability company, with a capital of £50,000. The proprietors of the estates, Brigadier-General Archibald Stirling and the Hon. Mrs. Stirling, are the first directors.

It will interest many of your readers in the Far East to know that Captain Moody, the first captain of the famous tea clipper *Catty Sark*, is still alive. His address is Macduff House, Achnaclochty. The captain is 93 years of age, and though somewhat frail, still takes an active interest in affairs, and in the *Catty Sark* in particular, which as a young man he helped to design and afterwards commanded.

An Englishman who was a fellow traveller with me last week on a short sea-trip propounded this theory why Scotsmen travel so much: Scotland's national beverage can be obtained on the high seas much cheaper than anywhere else—and, moreover, at practically all times.

OBITUARY.

At New York, Sir Ernest M. Raeburn, son of Sir William Raeburn, M.P. for Dumfries, died. Sir Ernest was a Glasgow man, and was for a time head of the charter department, afterwards Director of Raeburn & Varel, shipowners. On the outbreak of war, being rejected by the Army authorities on the grounds of health, he offered his services to the Government and filled several important posts in the Ministry of Shipping, being eventually Director-General of British Shipping at New York. His home was at Auchengower, Hibernburgh, on the Clyde. Sir Ernest's widow is one of the leading Badminton players in the West of Scotland, and invariably takes a high place in tournaments.

Died, at 3, Midon Street, Springburn, Glasgow, George Shearer, aged 76, late chief engineer, Orient S. N. Line, also Canadian-Pacific Line. Hongkong and Vancouver.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, June 5th.
A sudden spell of unusually hot weather has resulted in a display of toilettes so diaphanous and transparent that their wearers seem to float along in a flow of misty drapings, and the very Boulevards have taken on the appearance of an immense florist shop for the display of these human flowers.

When one studies old photographs and reflects on the meanness with which women in by-gone days allowed themselves to be imprisoned in stuffy, tight-fitting clothes, one wonders also what would be the impression of these women on seeing the absolute freedom in dressing allowed the modern woman. One of the first things she did in order to cope with the problem of the heat wave was to discard sleeves. It is true, this particular part of her dress has been more or less a minor feature for so long that such an action was not a very drastic one; it only proved, however, the extent to which the modern woman is determined to express her emancipation and independence. She found the long diaphanous sleeves, and the tiny short ones she has been wearing tiresome and uncomfortable; therefore she did away with them altogether and is now going about in a dress so *diaphanous* that women with old-fashioned ideas would consider it only fit to wear in a ball-room. Not only is modern Eve going about in street dresses minus sleeves but the depth of cut of the neck seems somehow to have increased so that she not only shows the bareness of her arms to the world but the whiteness of her neck as well, and, in frequent cases, her shoulders also. As a matter of fact, these Summer dresses are so *diaphanous* in cut that there is practically nothing to distinguish them from an evening gown, except, perhaps, the choice of material. And yet, in most cases, even, this would not be a guide, for crepe Georgette, crepe Roumain, crepe Marocain, not to mention the dozen or so other crepes with fantastic names and such new materials as Korrigan, Souffle, do soie, Vitracrepe, perlé, Roumain perlé and Martella Floré, are used just as much for the day as the evening. As for lace, every third dress is a fairy-like creation of delicate piece lace draped over some heavier texture. There was a time when certain materials were looked upon as the rightful prey of dressmakers in search of spoil for their evening creations, but now there is hardly a material worn in the evening which cannot be seen any day along the Boulevards. There are a few rare exceptions, but very few. Amongst these are silver and gold lamé and tinsel broades. The two former fabrics are too showy for street wear even for such a luxurious creature as the modern woman of fashion, and, although beautiful flowered broades may be seen (especially worn by middle-aged or elderly women), there appears to be a rule of good taste which forbids broades embroidered with a metallic thread from being worn in the day-time.

Moire is an old-new material which has come back into favour, but the modern moire is a very different affair to the stiff, relentless fabric of our grand-mothers' days. To modern moire has all the fascination of changing lights and all the elegance of the old-fashioned variety, but, instead of being stiff enough to stand up by itself, it is as soft and clinging as the finest of crepe Georgette. Such a compromise on the part of manufacturers proves to what an extent the "chemise" type of frock has come to be regarded as everlasting and unchangeable from the realm of dress. The old-fashioned variety of moire would never have made up satisfactorily into a "straight, clinging" "chemise" frock, nor lent itself to the sinuous folds of the draped gown that takes its place in the evening, so manufacturers set to work and evolved a moire which would answer all these modern requirements, with the result that a very charming and becoming fabric has been added to the list of those with which Madame loves to adorn herself.

As well as moire in its piece-form for dresses and capes, moire ribbon is ever so popular as a decoration for hat or dress. Dresses in dull crepe de Chine, crepe Marocain or a light serge look charming when a girle of moire ribbon with long, flowing ends is added; likewise, the dull surface of voile, sponge cloth, cotton crepe and suchlike washing materials is greatly improved when wearing as a foil for the changing lights of black or bows of moire ribbon. Always, a deep raven blue may be used, but black is preferable.

At Longchamp, yesterday, there were an amazing number of lace dresses worn. The most beautiful white and black silk laces were seen in such abundance that one would think these fairy-like fabrics cost no more than so much calico. A couple of years ago when designers first used them over an under-dress of contrasting black or white, or else some colour. The latest idea seems to be to use black lace over black and white lace over white, but not to contrast these two shades, nor to make the slightest use of a coloured underdress. The effect justifies this change in their tactics, because it would be difficult to imagine any type of dress more attractive than the lace frocks seen in such quantities at Longchamp yesterday. To make one is simplicity itself. Over a straight "chemise" frock of satin or one of the fashionable crepes is placed an overdress of lace, the same in cut only fuller, and longer, so that the hem falls two or three inches below the underdress. As with all other dresses, there are either no sleeves at all or also half covering the hand. A girle is added, and perhaps a bunch of flowers at the side. An alternative to this method is to cover only the skirt with lace, to leave the bodice quite plain and to add long lace sleeves. There were a few cream-coloured lace dresses worn over black satin and one or two black lace (Continued at foot of next column.)

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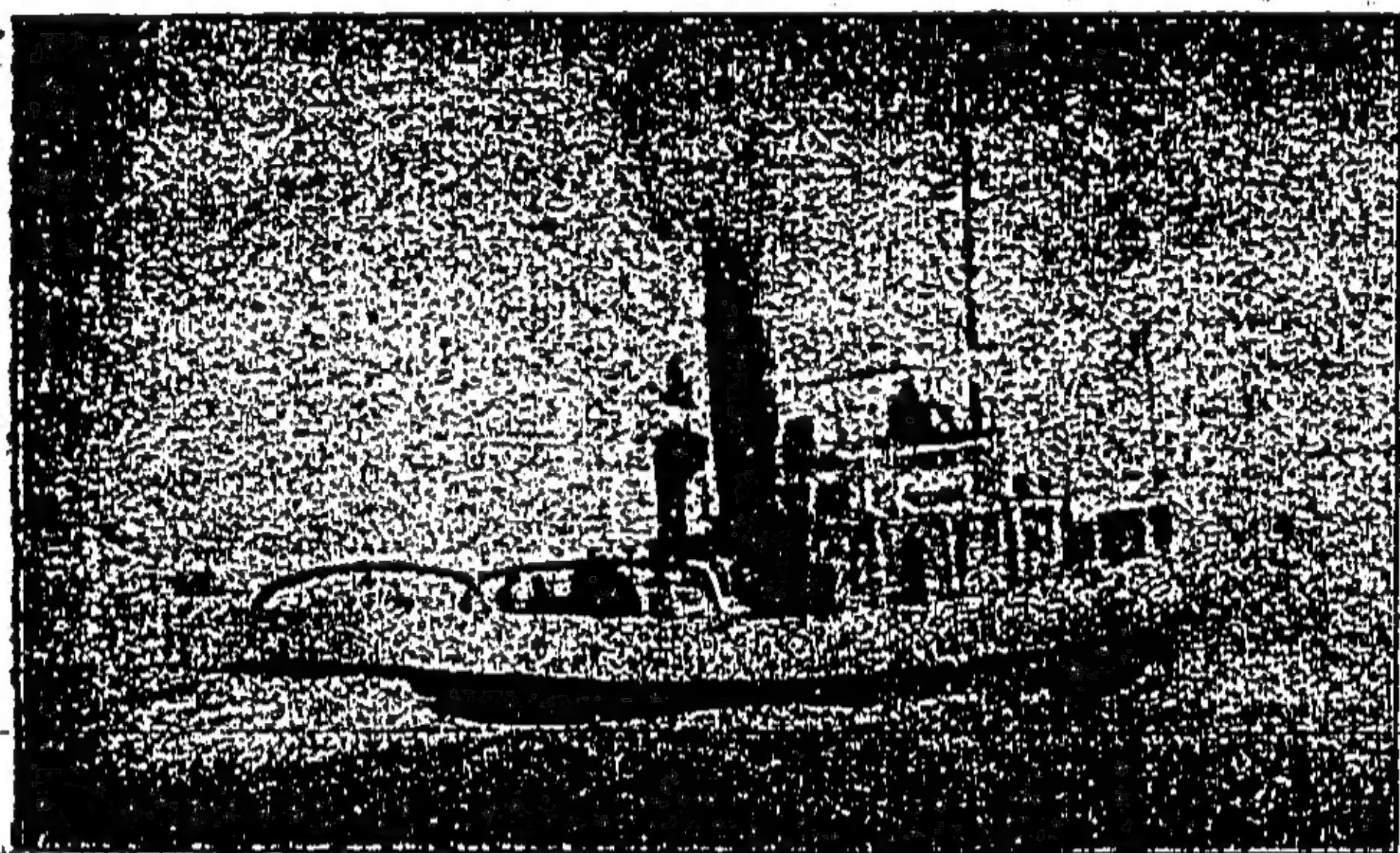
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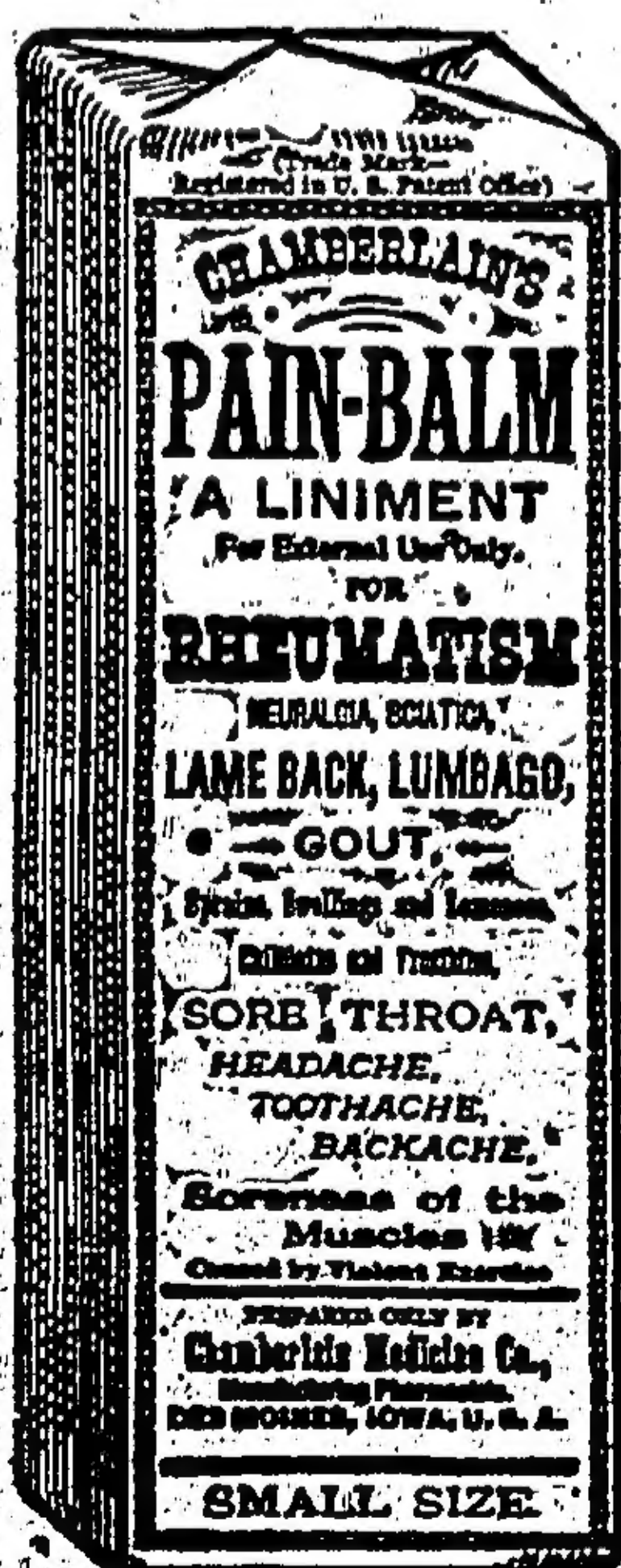
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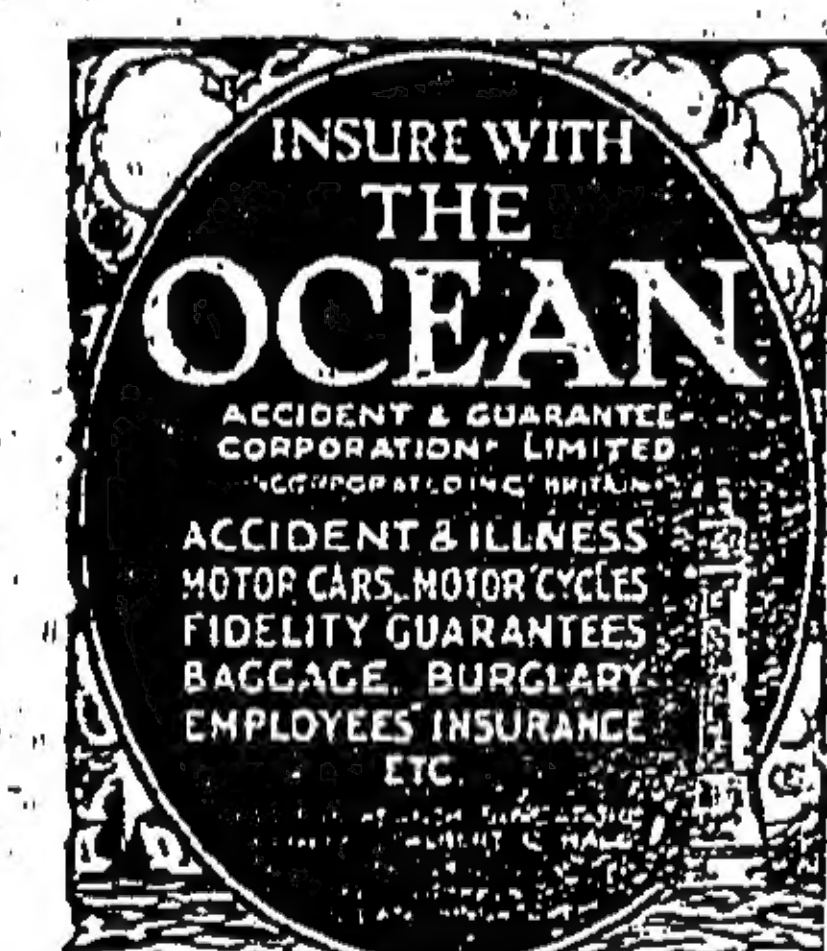
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WORLD IN A NEW FRAME.

TIME AS THE FOURTH
DIMENSION.

MR. A. S. EDDINGTON'S ROMANES
LECTURE.

The Romanes Lecture was delivered in the Sheldonian Theatre at Oxford on May 24th by Mr. A. S. Eddington, Plumian Professor of Astronomy at Cambridge and President of the Royal Astronomical Society. Professor Eddington, who is recognized as the leading exponent of Einstein's theories in this country, took as his subject "The theory of relativity and its influence on scientific thought."

The lecturer started by referring to the revolution in astronomy brought about when the Copernican system was substituted for that of Ptolemy, and the paths of the planets, which a geocentric astronomy had to explain by a cumbersome machinery of spheres and wheel, now appeared as simple ellipses. But the outlook of modern physics was still geocentric in regard to the "frame of space and time" in which it was conceived. An observer in the sun would see things in a quite different "frame," and Einstein's great discovery was that there were many such systems of reckoning time and space, and that our geocentric "frame" was not universally applicable. To the observer in the sun a circle drawn by us on the moving earth would appear as an ellipse. This was the central idea of Einstein's conception of the relativity of space; and it was none the less true, because it turned out not to be mysterious. We must become accustomed to the idea that distance and duration and all the physical quantities derived from them were relative to quantities which altered when we passed from one observing station to another with different motion, just as we have recently learnt in economics that a pound sterling is not an absolute quantity of wealth, but in certain circumstances may be really seven-and-sixpence. So Kant said that "space and time are forms of experience," but the frame is supplied by the observer.

The lecturer then passed to the consideration of the applicability of the ideas to the theory of the fourth dimension—the work of Minkowski. The world common to all observers, he said, was one of four dimensions, three of space and one of time; to our experience of right-and-left, back-and-forth, up-and-down was added the experience sooner-or-later. We were apt, owing to our solely terrestrial experience, to separate the fourth dimension sharply from the other three and to think of the enduring world as composed of a continuous succession of instantaneous states, as it were, stratified: the instant "now" representing one such stratum. But this supposed stratification was an illusion, and the instantaneous state an arbitrary partition created by us to correspond with our geocentric outlook. What was instantaneous in our "now" was not the events but our sense-impressions of them, as we could easily see in the case of light travelling to us from the sun or a star. We tried to patch up this inconsistency by "allowing" for the time necessary for its transit, but the theory of relativity recognized these "instants" as artificial partitions constructed for purposes of calculation. Illustrating this point the lecturer said it was found that particles shot off from radio-active substances, which sometimes attained speeds of 100,000 miles a second, increased in mass. This was so in our space-time frame, but in truth mass, too, was a relative quantity, and from its own point of view the electron was at rest, retained its mass, and was astonished at the incredible rate with which we were flying past it. The calculations as to the differences between our space-time frame and those of the electron led precisely to the proportionate increase of mass which was indicated by refined physical experiments. But the distortion was subjective and dependent on our transformation of the frame of space and time.

FOUR-DIMENSIONAL GEOMETRY.

Professor Eddington then pointed out that our geometry, at present concerned with the three-dimensional world, must be extended to the four-dimensional world. We must not only speak of "time-triangles" as well as space-triangles, but must learn to combine both in a new four-dimensional geometry. This led on to a discussion of gravitation under the aspect of relativity. He imagined an observer falling from an aeroplane, but in his hand he held an apple, which continues to fall poised in contact with his hand; in other words, in his new time-space frame it is at rest. This was the natural frame of the observer. Newton had to invent a mysterious force dragging the apple down; the apple observed only a familiar physical agency propelling Newton up!

Einstein had changed our picture, and just as we had already found that a flat map, such as Mercator's Projection, did not truly represent the earth, so now we were finding that a flat-Euclidean frame did not fit the world, for it was not flat but curved. Einstein had propounded a new theory of gravitation, which was remarkably confirmed at the total eclipse of the sun in 1919. He attributed the gravitation of massive bodies to a curvature of the world in the region surrounding them; his new law was not a reversal, but only a modification of Newton's law, which proved to be a rough generalization holding in our space-time frame, but not consistent with what was now known of the general plan of world-structure.

In all fields, Professor Eddington concluded, scientific thought was being revolutionized, but the revolution was the natural sequence of earlier revolutions. Einstein's theory crowned the work of Copernicus, but it would, in due course, sink into the commonplaces of educated thought.

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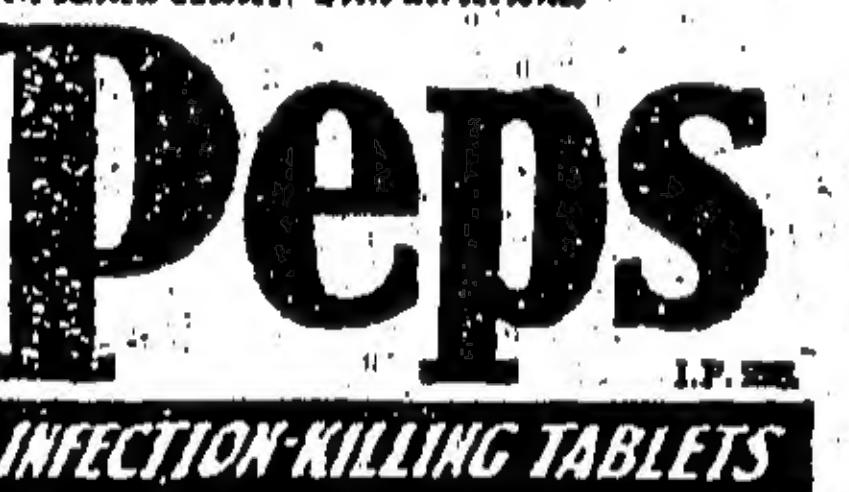
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MANILA	"YUENSANG"	Friday	14th July	8 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Saturday	15th July	8 p.m.
TSINGTAU via SWATOW	"WAISHING"	Sunday	16th July	Noon
SHANGHAI	"FOOSHING"	Tuesday	18th July	Noon
BANGKOK via SWATOW	"TINGSANG"	Friday	21st July	Noon
TSINGTAU via SWATOW	"FOJ KANG"	Friday	21st July	8 p.m.
STRAITS & CALCUTTA	"HOSANG"	Sunday	23rd July	D.L.
Kobe & Yokohama	"CHEONGSHING"	Monday	24th July	Noon
TIENTSIN	"HINSANG"	Friday	28th July	Noon
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ARRIVALS

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Swichow, Chinese str., 745 tons, Capt. J. H. Van De Berg, from Swatow, none.—Yee Woo & Co.
Yungang, British str., 1,192 tons, Capt. J. Campbell, from Shanghai, none.—J.M. & Co.

July 12th.
Haiyang, British str., 1,750 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—D.L. & Co.
Hok Canton, Chinese str., 550 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.
Hydrangea, British str., 561 tons, Capt. W. J. Collier, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.
Lushan Maru, Japanese str., 1,517 tons, Capt. T. Yasakawa, from Shanghai, with a general cargo.—N.Y.K.
Shantung, British str., 1,565 tons, from Shanghai, with a general cargo.—B. & S.
Swatow, British str., from Canton.
Tsushima Maru, Japanese str., from Canton.

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President McKinley, for Keelung.
Swichow, for Swatow.
Tsushima Maru, for Keelung.

PASSENGERS

DEPARTURES.
 Per N.Y.K. s.s. **Amo Maru**, on July 12th.—Mr. J. R. Watson, Dr. P. Z. Martin, Mr. F. Oakden, Miss E. Holmes and a number of Japanese passengers.

SHIPPING MOVEMENTS

The B.I. (Apar Line) s.s. **Janet**, is expected to arrive at Hongkong on or about July 16th.

The P. & O. Co.'s s.s. **Sardinia** left Singapore for this port on July 12th, at 8 a.m., with the outward English mails, and is due here on July 17th, about 6 a.m.

The R.M.S. **Kempess** of Canada arrived at Yokohama on July 11th, at 7.30 a.m., left the same day at 6 p.m., and is due at Hongkong on July 24th, at 6 a.m.

The N.Y.K. s.s. **Fanagata Maru** (Calcutta line), left Kobe for Hongkong via Moji on July 11th, and is expected here on July 15th.

The N.Y.K. s.s. **Kitama Maru** (Korea line) left Kobe for Hongkong via Moji and Shanghai on July 11th, and is expected here on July 20th.

VESSELS EXPECTED

Aki Maru (N.Y.K.), due July 13th.
City of Lincoln (Bank Line), due August 15th.

Egra (B.I. Apar Line), due July 13th.
Empress of Canada, due July 20th.
Jason (Blue Funnel), due July 19th.

Kamakura Maru (N.Y.K.), due July 23rd.
Katori Maru (N.Y.K.), due July 23rd.
Macdon (Blue Funnel), due July 24th.

Mentor (B.I. Apar Line), due July 24th.
Tanda (B.I. Apar Line), due July 23rd.
Theodore (Blue Funnel), due August 4th.

Yakata Maru (N.Y.K.), due July 18th.
Yokohama Maru (N.Y.K.), due July 18th.

WEATHER REPORT

July 12th, at 7.50.—Warning to Hongkong, Coast Ports, etc.—Typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. Long. 118 deg. E. moving N.N.W.

July 12th, at 1.11.—Local signal No. 4 hoisted.

July 12th, at 7.57.—Local signal No. 6 hoisted.

July 12th, at 11.25.—Pressure has increased considerably over N.E. Japan and moderately from Vladivostok to central Japan. It has decreased moderately at Hongkong.

At 6 a.m. this morning the typhoon was about 100 miles S.W. of Gap Rock, moving N.N.W. apparently.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 13th July, 0.82 inch. Total since January 1st, 23.75 inches, against an average of 52.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast: Strong E. to S.E. gale, moderating; overcast, rain.

Hongkong to Gap Rock: N.E. winds, moderate.

Formosa Channel: N.E. winds, moderate.

South coast of China between the same as Hongkong and Lamook: No. 1.

South coast of China between the same as Hongkong and Hainan: No. 1.

BOARD OF CONSERVANCY WORKS OF KWANTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation. Highest water recorded. Lowest water recorded.

Wuchow, W. River. Feet. Feet. Feet. Feet.

Kongmoon, W. River. Feet. Feet. Feet. Feet.

Linkingow, N. River. Feet. Feet. Feet. Feet.

Shanghai, N. River. Feet. Feet. Feet. Feet.

Shanghai, E. River. Feet. Feet. Feet. Feet.

Engineer-in-Chief.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 13th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th July, 1922. [1215]

S.S. "ANDRE LEBON."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 18th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th instant, or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 13th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOBAR, Actg. Agent.

Hongkong, 7th July, 1922. [1208]

THE BEN LINE STEAMERS, LTD.

From LEITH, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 7th July, 1922. [1208]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE M.V. "GLENLUCE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th July, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 14th July, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th July, 1922. [1210]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DIOMED"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk, and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th July, 1922. [1220]

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Asia	July 13	July 31	Aug. 8
Empress Canada	July 27	Aug. 13	Aug. 22
Empress Russia	Aug. 10	Aug. 25	Aug. 29
Empress Australia	Aug. 24	Sept. 11	Sept. 12
Empress Asia	Sept. 7	Sept. 25	Sept. 19
Empress Canada	Sept. 21	Oct. 9	Sept. 26
Empress Russia	Oct. 5	Oct. 23	Oct. 10
Empress Australia	Oct. 19	Nov. 6	Oct. 24
Empress Asia	Nov. 2	Nov. 20	Nov. 21
		Empress France	Nov. 28
		Empress Scotland	Dec. 5

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 752. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
 OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
 Minimum Rate U.S.G. \$577.07
 Maximum Rate U.S.G. \$920.80
 First Class Accommodation Throughout.

Trans-Pacific Service
 HONGKONG TO SAN FRANCISCO
 via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA" S.S. "NILE"
 August 10th. Sept. 16th. Sept. 29th.

Java Service
 HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"
 For Amoy July 18th. For Singapore only July 18th.

FAST FREIGHT SERVICE
 Through Bills of Lading issued to all ports in United States & Canada also.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

O. T. SURRIDGE, GENERAL AGENT.
 FRANK'S BUILDING, 101 HONG STREET,
 TELEPHONE: PASSENGER DEPT. TEL: FREIGHT DEPT. & AGENT,
 No. 1934. No. 2161.

CABLE ADD: "CHMAIL"

JAPAN COAL

AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE: TOKIO.

No. 14, PEDDER ST., HONGKONG.

A. G. DA ROCHA

AUTHORISED SURVEYOR AND GENERAL BROKER

No. 2A, D'Arnell Street, Telephone No. 2733

WEEKLY AUCTIONS, TUESDAYS—

MISCELLANEOUS GOODS

THURSDAYS—

HOUSEHOLD FURNITURE

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURE

THE HONGKONG DAILY PRESS

Printed and Published by the HONGKONG DAILY PRESS

at the Press, No. 14, Pedder Street, Hongkong.

N. Y. K.

SAILING SCHEDULE TO ALGERIA
 VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU (Calling Keelung) ... Wednesday, 26th July, at 11 a.m.
 KAGA MARU (Calling Keelung) ... Friday, 18th Aug. at 11 a.m.

MARSEILLES, LONDON & ANTWERP ... Singapore & Co.
 KITANO MARU ... Friday, 21st July, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.
 TSUYAMA MARU ... Friday, 4th August, at 11 a.m.

LIVERPOOL via MARSEILLES and VALENOIA.
 SADO MARU ... End of July.

SYDNEY & MELBOURNE via Manila, &c.
 YOSHINO MARU ... End of July.

NEW YORK, via PANAMA.
 TOBA MARU ... Tuesday, 18th July, at 11 a.m.

NEW YORK via Suez.
 TOBA MARU ... Sunday, 30th July.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE
 BOMBAY via Singapore and Colombo.

TAMBA MARU ... Tuesday, 25th July
 CALOUTTA via Singapore, Penang & Rangoon.
 YAMAGATA MARU ... Wednesday, 19th July.

NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU ... Friday, 14th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 WAKASA MARU (calling Nagasaki) ... Wednesday, 19th July.

LYONS MARU ... Friday, 21st July.
 KATORI MARU ... Monday, 24th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
 & H. KAMEI, Manager.

Telephone Nos. 293 & 292.

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ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

1. "CITY OF MANCHESTER" ... 15th July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

1. "CITY OF CAMBRIDGE" ... 3rd Aug. ... Havre, London, Antwerp & Hamburg.

2. "CITY OF MANCHESTER" ... 20th Aug. ... Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or KERN & CO. CANTON.

THE BANK LINE, LTD.

General Agents.

31

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

1. "KIKULUNG" (Calls at Philadelphia) ... via Suez Canal ... 15th July.

2. "CYCLOPS" ... via Suez Canal ... 25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

REISS & CO.

CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.

STEAMER & DISPLACEMENT.

SAILING DATE.

SHANGHAI, KORE & YOKOHAMA ... "AMBOISE" ... 15,000 ... On or about 21st July.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "COBILIERE" ... 10,000 ... On or about 4th Aug.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "CHAMBORE" ... 15,000 ... On or about 25th July.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "ANDRE LEBON" ... 22,000 ... On or about 8th Aug.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "AMBOISE" ... 15,000 ... On or about 22nd Aug.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "CORDILLERE" ... 11,000 ... On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUN, KIRK & ANTWERP ... "COMMISSAIRE PIERRE LECOQ" ... About beginning August.

Also service to BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOEARD, Acting Agent, Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers, saving space accommodation for First-Class Passengers, Electric Light and Power in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. C. Passmore ... Friday, 14th July, at 1 p.m.

HAIPHONG ... Capt. J. S. Thomson ... Tuesday, 19th July, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Manager.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hekoh & Pakhoi

1. "HOZUI MARU" ... on or about 20th July.

FOR KEELUNG via Swatow & Amoy

1. "TAIKWA MARU" ... on or about 20th July.

For further particulars, please apply to—

S. MITARAI

Agent.

Branch Office: No. 17 Bonham Street, West.

Tel. No. 155.

Top Floor, King's Building.

Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"SOUDAN"	7,000	22nd July	(Singapore, Penang, Colombo & Bombay)
"KASHGAR"	9,000	31st July	(Bombay, Marseilles, London & Antwerp)
"SICILIA"	6,702	18th Aug.	Singapore, Penang, Colombo & Bombay
"ALIPPO"	5,373	22nd Aug.	Singapore & Bombay.
"SARDINIA"	6,680	18th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,094	30th Aug.	do.
"NOVARA"	6,550	13th Sept.	do.
"MACEDONIA"	10,613	27th Sept.	(Bombay, Marseilles, London & Antwerp)
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	Marseilles, London & Antwerp.
"KHYBER"	9,000	18th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.
"KAMALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	30th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,240	3rd Jan., 1924	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	16th July	Singapore via Amoy.
"JANUS"	5,924	17th July	Calcutta via Singapore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS"	4,000	3rd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN

"SARDINIA"	6,580	18th July	Shanghai, Amoy, Kobe & Yokohama.
"TANIA"	6,964	24th July	Shanghai & Kobe.
"ALIPPO"	5,373	25th July	Kobe.
"SICILIA"	6,702	1st Aug.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Class Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Rangoon and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels (Maximum not more than 34 ft. x 2 ft. x 1 ft.) will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

25, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—MARSEILLES—

Monthly direct service via Singapore and Penang.

"ATLAS MARU" ... Monday, 17th July.

BURNES ALBES—RIO DE JANEIRO, SANTO, DURBAN, DAP TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" (calling at Alcoa Bay) ... Sunday, 16th July.

BOMBAY & COLOMBO—RAGULAS POST—SINGAPORE via SINGAPORE.

"INDO MARU" ... Friday, 21st July.

SAIGON, BANGKOK & SINGAPORE

"KISHU MARU" ... Tuesday, 1st Aug.

CALCUTTA—Frequent service via Singapore, Penang & Rangoon.

"KISHU MARU" ... Monday, 16th July.

VICTORIA, YAMAGUCHI, SINGAPORE, SINGAPORE, SINGAPORE.

Via Saigon—Taking cargo to OVERLAND PORTS, CANADA & TAHOMA.

"ARIZONA MARU" ... Friday, 21st July.

NEW YORK via PANAMA—Regular monthly service via Japan, Penang, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... 1st week of August.

NEW ORLEANS LINE via SUEZ.

"YAMAGUCHI MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers.

"KAJIO MARU" ... Every Sunday, Noon.

TARAO via SWATOW & AMOY

"BOHAI MARU" ... Thursday, 13th July.

Tel. No. 480. Y. YAMAGUCHI, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

SS. "MOORISH PRINCE" ... Early August.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

Telephone 2165.

Telegrams (Transpacific).

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
HONGKONG & SINGAPORE	"CHIN HUA"	On 13th July, 9 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 13th July, 4 p.m.
HONGKONG	"CHANGCHOW"	On 14th July, D.L.
SWATOW, AMOY, SWATOW & SINGAPORE	"KWANGCHOW"	On 14th July, 2 p.m.
CHIEFOO & TIENTSIN	"KUICHOW"	On 14th July, 4 p.m.
SHANGHAI & TIENTSIN	"FOOCHOW"	On 14th July, 4 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 15th July, 4 p.m.
PAKHOI & HAIPHONG	"KAI FONG"	On 16th July, D.L.
Amoy, Mayila, Hong Kong, Cebu & KALUNGOAN	"TEAN"	On 16th July, D.L.
SWATOW & SHANGHAI	"CHENG TU"	On 16th July, 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"LIANGCHOW"	On 18th July, noon.
SWATOW & BANGKOK	"KIUNGCHOW"	On 18th July, 2 p.m.
WEIHAIWEI, CHEFOO & NEWCHANG	"FASHING"	On 20th July, 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

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POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Shanghai ...	13th July.
AUSTRALIA & MANILA	Shanghai ...	13th July.
SHANGHAI	Shanghai ...	13th July.
BOMBAY	Shanghai ...	13th July.
JAPAN	Shanghai ...	13th July.
JAPAN & SHANGHAI	Shanghai ...	13th July.
JAPAN & SHANGHAI	Shanghai ...	13th July.
SHANGHAI	Shanghai ...	13th July.
BOMBAY	Shanghai ...	13th July.

OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Takao	Shanghai ...	Thursday, 13th, 9.00 A.M.
Shanghai, N. China, Japan, Canada	Shanghai ...	Thursday, 13th, 9.15 A.M.
U.S.A. Central & South America, & EUROPE via VANCOUVER &	Shanghai ...	Thursday, 13th, 10.00 A.M.
Swatow	Shanghai ...	Thursday, 13th, 10.00 A.M.
Amoy	Shanghai ...	Thursday, 13th, 10.00 A.M.
Swatow	Shanghai ...	Thursday, 13th, 10.00 A.M.
Fort Bayard, Hoihow and Haiphong	Shanghai ...	Friday, 14th, 7.30 A.M.
Japan	Shanghai ...	Friday, 14th, 9.00 A.M.
Swatow, Amoy and Fookow	Shanghai ...	Friday, 14th, 1.00 P.M.
Philippine Islands	Shanghai ...	Friday, 14th, 2.00 P.M.
Cebu and Tientsin	Shanghai ...	Friday, 14th, 2.00 P.M.
Shanghai and North China	Shanghai ...	Friday, 14th, 2.00 P.M.
Straits and Calcutta	Shanghai ...	Saturday, 15th, 1.00 P.M.
Shanghai and North China	Shanghai ...	Saturday, 15th, 3.00 P.M.
Amoy and Haiphong	Shanghai ...	Saturday, 15th, 5.00 P.M.
Swatow, Amoy and Keelung	Shanghai ...	Sunday, 16th, 9.00 A.M.
Philippine Islands	Shanghai ...	Sunday, 16th, 1.00 P.M.
Shanghai, North China and Japan	Shanghai ...	Sunday, 16th, 4.30 P.M.
Philippine Islands, Australia and New Zealand, via Thursday Island	Shanghai ...	Tuesday, 18th, 1.00 P.M.
Swatow, Amoy and Fookow	Shanghai ...	Tuesday, 18th, Noon.

*Correspondence bearing vessel's name only.

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LONDON & CONTINENTAL PORTS

"PYRRHUS"	18th JULY.	London, Amsterdam & Antwerp.
"NELEUS"	20th JULY.	St. Nazaire, London, & Rotterdam.
"ELPENOR"	25th JULY.	London, Amsterdam & Antwerp.
"GLAUCUS"	8th AUG.	London, Hull, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"OANFA"	20th JULY.	Genoa, Marseilles, Liverpool & Glasgow
"MEMNON"	5th AUG.	Genoa, Liverpool & Glasgow.
"KEEMUN"	8th AUG.	Genoa, Marseilles, Havre & Liverpool.

PACIFIC SERVICE

"PROTESILAUS"	1st AUG.	Victoria, Seattle & Vancouver.
"IXION"	29th AUG.	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"CYCLOPS"	25th JULY.	via Suez.
"EUMAEUS"	5th AUG.	via Suez.

PASSENGER SERVICE

"PYRRHUS"	18th JULY	for Singapore & London.
"MENTOR"	23rd JULY	for Shanghai & Japan.
"MENTOR"	22nd AUG.	for Singapore & London.

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COMMERCIAL

OPENING QUOTATIONS

		13th July, 1922.
ON LONDON.—		
Telegraphic Transfer	...	27 1/2
Bank Bill, on demand	...	27 5/16
Bank Bill, at 30 days sight	...	—
Bank Bill, at 4 months sight	...	27 1/2
Credit, at 4 months sight	...	27 3/8
Documentary Bill, at 4 months sight	...	27 5/8
ON PARIS.—		
Bank Bill, on demand	...	72 1/2
Credit, at 4 months sight	...	76 1/2
ON NEW YORK.—		
Bank Bill, on demand	...	57 1/2
Credit, at 30 days sight	...	59 1/2
ON HONGKONG.—		
Telegraphic Transfer	...	—
Bank Bill, on demand	...	199
ON CALCUTTA.—		
Telegraphic Transfer	...	—
Bank Bill, on demand	...	199
ON SHANGHAI.—		
Bank Bill, at sight	...	—
Private, 30 days sight	...	—
ON YOKOHAMA.—On demand	...	120
ON MANILA.—On demand	...	117
ON SINGAPORE.—On demand	...	112
ON BATAVIA.—On demand	...	181
ON HAIPHONG.—On demand	...	nom.
ON RAISON.—On demand	...	—
ON BANGKOK.—On demand	...	80 1/2
SOVEREIGN, Bank's Buying rate	...	7.55 n
GOLD LEAF 100 fine per tael	...	44.20
BAR SILVER per oz.	...	35